HISTORIC WOODEN ROWBOATS
of the
DOLPHIN CLUB

The Historic American Engineering Record Collection

Dolphin Swimming & Boating Club
502 Jefferson Street
San Francisco CA 94109

April 2025

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Introduction

The Library of Congress and National Park Service founded the Historic American Engineering Record (HAER) in 1969. Its purpose is to capture vanishing industrial and engineering treasures nationwide. HAER documentation becomes part of the collection of the Library of Congress.

The HAER project includes a division for rare, important watercraft. HAER considers the Dolphin Club vintage wooden rowboats a valuable addition to their collection.

Between 2020 and 2025, Dolphin Club boatbuilder Julia Hechanova drafted architectural drawings of the club's most notable rowboats. These professional quality drawings, 24 X 36 inches, document every construction detail. The original drawings, along with a brief history of each boat, are now preserved in the Library of Congress.

This booklet only includes greatly reduced images of the drawings. However, copies in larger sizes can be viewed and downloaded from the Library of Congress website:

https://www.loc.gov/pictures/

Click on the link and use the Search feature.

The Dolphin Club also retains digital copies in its archives of all the boat drawings.

Documentation of the wooden fleet:
From the east wall of the boat shop to the Library of Congress

By Diana Walton and Julia Hechanova

The majority of our historic boats were not only built in the Bay Area, but were built onsite, and designed for the Club's specific needs: enhanced recreational rowing and ease of piloting swimmers throughout the San Francisco Bay. Documentation of this unique fleet has been done to record history as well as to meet any potential replacement needs, and the added off-site storage of this vital information was a big plus for our insurance!

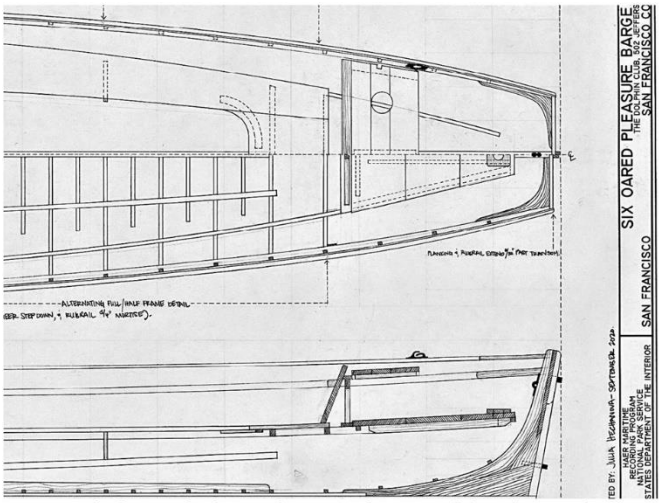
This documentation story starts in 1984, when the *Landucci's* major rebuild pushed Club boatbuilder Jon Bielinski to take lines off the boat and create a full scale lofting*, which now lives on the east wall of the boat shop. This work documented the shape of the hull, ensured the boat's lines were fair (continuously smooth), and also allowed Bielinski to produce molds (cross sections needed for the boat's repairs). The same process was needed in 1986 for the Dolphin Club Doubles (two styles in the form of *Farrell* and *Cronin/Hughes,* which were both in the boat shop that year), as well as in 1992 for the Wieland (that mylar lofting lives in boat shop, and a half model is in the Staib Room).

The Northwest School of Wooden Boat Building was commissioned to build a DC Single, Commodore, over the course of the 2015-16 school year. Both the lofting as well as *Baggiani* (one of the original "Three Sisters", built in 1948) needed to make the trip up to Port Hadlock, WA. While the lofting allowed the hull form to be reproduced, construction details (i.e. oarlock location, scantlings, material, fastening schedule) were not recorded, so the physical boat was needed in order to complete the build.

Following their experience working on the Commodore, in August 2017 Boat Captain Jay Dean, and boatbuilders Jon Bielinski and Julia Hechanova, discussed the importance of documenting the Dolphin Club's fleet, and what the next steps should be. A representative from the Library of Congress' Historic American Engineering Record (HAER) serendipitously toured the Club with Todd Bloch, of Dolphin and NPS historic architecture renown, and attended Boat Night just a couple weeks later. Sparks flew and the Dolphin Club was invited to submit plans of its fleet so our records could be held permanently as part of their repository. House Captain Davis Ja also joined the discussion in deciding whether submitting at the level of detail requested by the Library of Congress was of value to the Club. All agreed it was. Since 2017, with ongoing support—and curiosity--from the Club Board, the Boat Committee and interested members, Hechanova has been documenting the Club's fleet, using Bielinski's loftings as her starting point, through scaled lines and construction detail drawings, as shown here in the *Wieland* illustration.

How does Hechanova do it? Four views (plan, profile, body, diagonals) are used to form one whole. For the lines drawings, a grid divides the boat into stations (perpendicular to the centerline down the length of the vessel), waterlines (parallel to the water), butts (parallel to the centerline) and diagonals (angled plane coming off the centerline). All views have overlapping points that correspond to each other to ensure the boat is fair. With Hechanova's knowledge of the craft as a boat builder, she is able to discern which details and views are necessary to record.

The two boat builders are not alone in this endeavor and have received support from many other Club members. Richard Cooper, Colin Gift and Susanne Friedrich's photos accompany Hechanova's delineations to the Library of Congress; Todd Bloch's guiding hand has been invaluable; and Morgan Kulla and Cooper also contributed to the history of each boat.

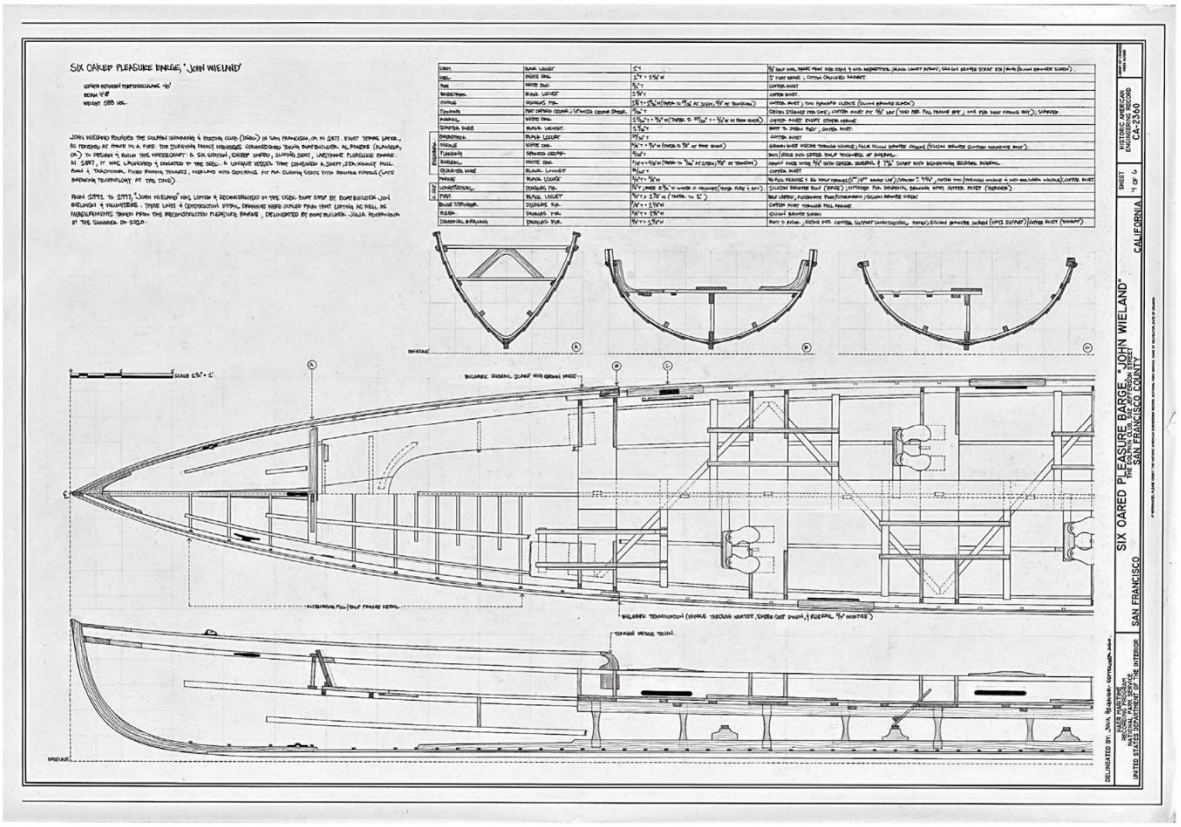


Detail of part of Julia Hechanova's drawing of the John Wieland

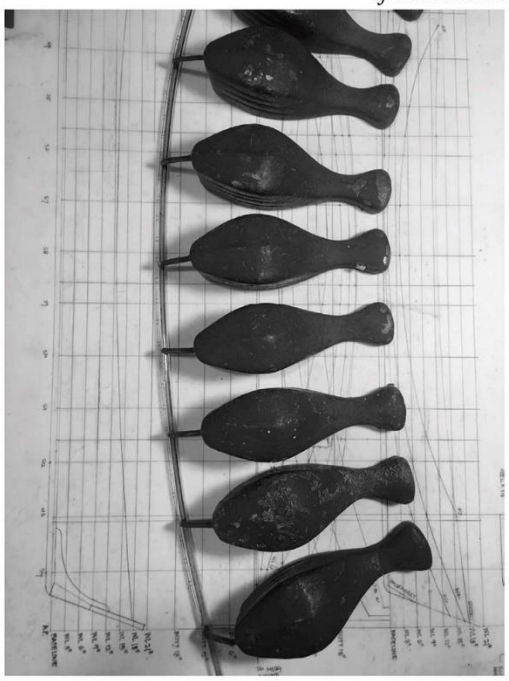
Unique Dolphin Club boat styles such as the Six-oared Pleasure Barge *Wieland*, Dolphin Club Single, and Dolphin Club Double (*Farrell*) have been completed to the HAER format and standard. Hechanova also delineated the *Good Luck* (see photo with joggle stick) for the Library of Congress, where it is listed as HAER CA-2341.

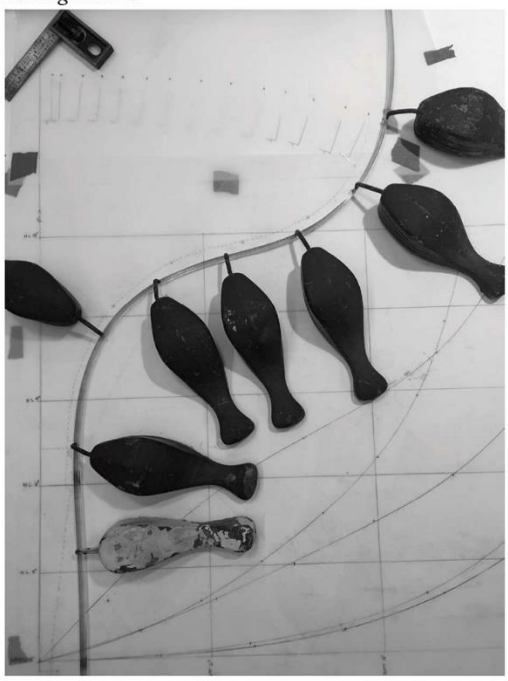
You can see the work, your fleet documented, on the walls of the Main Boat House, in our archives in the *Wooden Boat Catalogue*, or through the Library of Congress website (currently just the *Good Luck* is posted, others in queue due to COVID work delays.)

**Lofting: An accurate 2-dimensional rendering of a 3-dimenrionnal object, especially a boat or plane.*

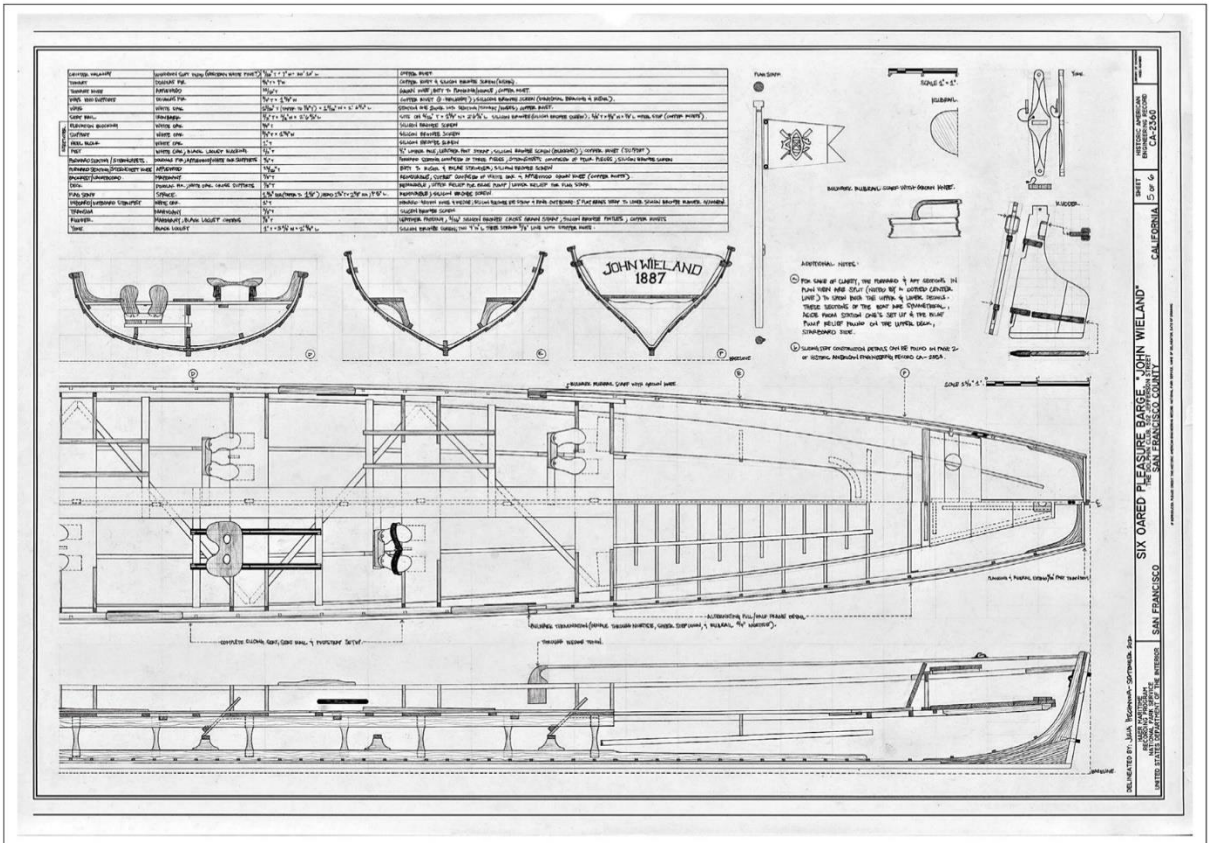


Drawings by Julia Hechanova of the Club's wooden boat fleet were recently sent to the Library of Congress to be archived as part of the Historic American Engineering Record.

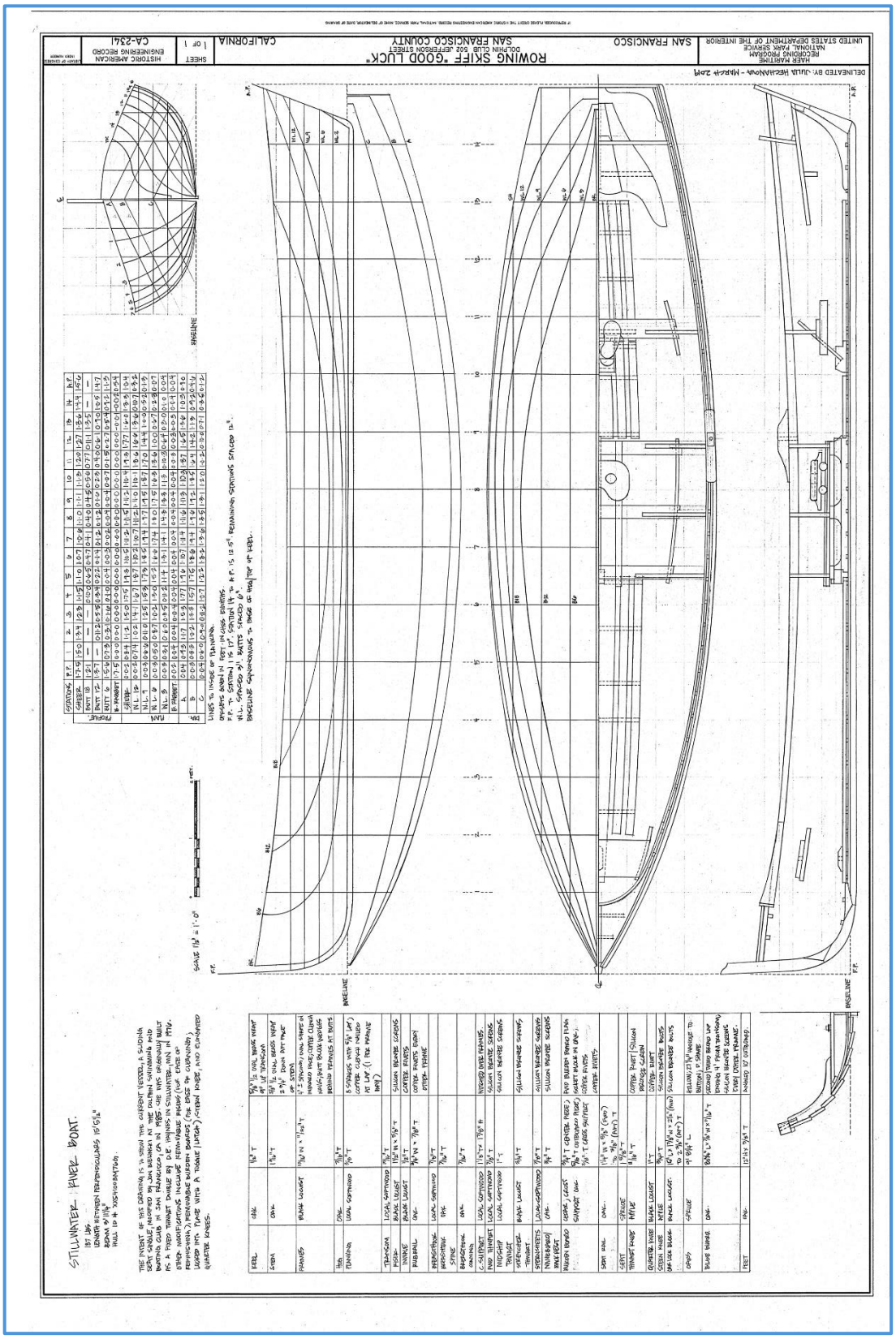




When drawing curved lines in boatbuilding, flexible strips, or splines, are held in place by weighted pointers or "ducks" shown here.



The indented piece of wood in the center is a "joggle stick" used to measure and duplicate curved lines such as those, here, on the Good Luck



HAER CA-2341 ROWING SKIFF, *GOOD LUCK*

HISTORIC AMERICAN ENGINEERING RECORD

ROWING SKIFF, *GOOD LUCK*
(WHITE BEAR SKIFF)

HAER No. CA-2341

Location:	Dolphin Club, 502 Jefferson Street, San Francisco, San Francisco County, California Rowing Skiff *Good Luck* is located at latitude: 37.80767100, longitude: 122.421293, which represents the Dolphin Club building. The coordinates were obtained from Google Earth in 2019. There is no restriction on their release to the public.
Date of Construction:	1976
Rig/Type of Craft:	Wooden Rowing Skiff
Trade:	Recreation
Principal Dimensions:	Length: 15′-6″, Beam: 3′-11″
Designer/Builder:	Dean E. Haynes
Original Owner:	The Dolphin Swimming & Boating Club
Present Owner:	The Dolphin Swimming & Boating Club
Disposition:	Active: Recreation, regattas, and piloting swimmers
Significance:	The rowing skiff was built in 1976 as a fixed thwart double by Dean E. Haynes in Stillwater, Minnesota. The vessel was modified into a sliding seat single by Jon Bielinski at the Dolphin Swimming and Boating Club in San Francisco, California, in 1985. Other modifications include removable risers, removable burden boards locking into place with a toggle/latch, stern knee, and elongated quarter knees.

Description:

Good Luck was built in 1976 by Dean E. Haynes of Stillwater, Minnesota, as a fixed thwart double pulling skiff. It is approximately 16′ long between perpendiculars with a 4′ beam. It currently weighs 187 pounds. The wooden D section oars are 9′-8″ long, and 27″ handle to button. The Coast Guard hull number is XXS41003M76G. In 1985, Jon Bielinski, the boat builder of the Dolphin Club, converted *Good Luck* into a sliding seat single.

In 2017*Good Luck* was taken out of service to correct structural problems due to forty years of heavy use. Repairs were made in the Dolphin Club boat shop by Jon Bielinski, Julia Hechanova, and club volunteers. As an example, 32 of the original 35 oak ribs were replaced with black locust. Modifications included removable risers (for ease of refinishing), removable burden boards (for ease of cleaning) locked into place with toggle/latches, stern knee, and elongated quarter knees. Other damaged parts were repaired, plus the boat was sanded and varnished to new condition. Julia Hechanova also documented the boat by making a detailed 24 x 36 construction drawing. *Good Luck* was relaunched on May 18, 2019.

Summary of Materials: Local Softwood planking plus various woods including Cedar, Black Locust, Oak, Apple, and Spruce. Silicon Bronze bolts and screws, Copper rivets, and Brass fittings. Le Tonkinois varnish.

History:

The Dolphin Swimming & Boating Club of San Francisco was founded in 1877 for the benefit of twenty-five charter members. The term "Boating" used in the club's name does not refer to sailing but to rowing, both for racing and recreation. Racing was a major sport and spectator attraction in that era. Craft like those used by Dolphin Club members were also working boats on San Francisco Bay. Of course, the boats were all handmade from wood.

The Dolphin Club is proud of its fleet of twenty rowboats, some over a hundred years old but still used daily. They are mostly sliding seat lapstrake singles or doubles and durable enough for the rough conditions of the Bay. These lapstrake vessels are designed to be renewable. Today the Dolphin Club is a diverse mix of about 2100 members, and as volunteers, directed by two master boatbuilders, they keep alive the skills required to maintain the boats to new construction standards.

Dean E. Haynes built *Good Luck* in Stillwater, Minnesota. Dolphin Club rowers casually refer to it as a Stillwater River boat. More accurately, the design is traced to the White Bear Skiff. Haynes, born in 1942, learned and refined his craft between 1964 and 1968 in the Adolph Amundson Boat Yard on White Bear Lake, Minnesota. Haynes then moved to Stillwater and established his own shop and business. He became recognized for selecting the finest woods, taking pride in handcraftsmanship, and supplying the highest quality, long-lasting boats that buyers desired. Dean Haynes retired in 1990 having built over sixty boats in his career.

The 16′, fixed thwart, double pulling boat was delivered to the Dolphin Swimming & Boating Club on February 26, 1976. After club members applied five coats of varnish and made minor adjustments, it was launched on April 28, 1976. Gordon Cook, president of the Dolphin Club in 1976, christened the boat *Good Luck.* Although the boat was custom built for him and donated to the club, he preferred not to have it named for him.

Gordon Cook joined the club in May 1960 as a swimmer, an avid rower, and served many years on the Board of Governors. He was also a prominent Bay Area artist and art teacher. Gordon Cook died on August 5, 1985, at age fifty-seven. Soon afterwards the club honored him and engraved his name on the boat.

As expected, for any wooden craft to last forty or so years, *Good Luck* has required frequent maintenance and repairs. As written above, Jon Bielinski converted the skiff into a sliding seat single in 1985. More recently, Julia Hechanova, directing volunteer helpers, corrected all structural problems due to age and use. A few other modifications also were made to improve service on San Francisco Bay by many rowers with varying skills. *Good Luck* was relaunched on May 18, 2019, with Champagne, and fully prepared for many more decades of happy rowing.

Good Luck has been rowed almost daily for recreation, regattas, and to guide open-water swimmers. One other special row is memorable. In July 1998, *Good Luck* was pulled solo upriver the ninety plus miles from San Francisco to Sacramento. This illustrates the significance of *Good Luck,* that a wooden boat intended for lakes and rivers, if built to the highest standards, can even be enjoyed in the punishing conditions of San Francisco Bay.

Sources: Dolphin Club Board Minutes, boat shop records, publications, and membership records. These club materials are preserved in the Dolphin Club Archives, 502 Jefferson St, San Francisco, Ca 94109.

Wheeler, J.R. "Whitehall Pulling Boats." WoodenBoat 16 (May/June 1977): 15-16, 62.

Conversations with Dean E. Haynes, November & December 2020. Additional research used historic copies of the *San Francisco Chronicle* and *Examiner* newspapers, and genealogical data bases accessed on Ancestry.com and FamilySearch.org.

Project Information:

The Historic American Engineering Record (HAER) is a long-range program that documents and interprets historically significant engineering sites and structures throughout the United States. HAER is part of Heritage Documentation Programs, a division of the National Park Service, U.S. Department of the Interior. Todd Croteau, HAER Architect, manages the HAER Maritime Program. Julia Hechanova prepared the technical specifications and measured drawings. Richard B. Cooper contributed historical data and photographs. Both are members of the Dolphin Swimming & Boating Club, December 2020.

Figure 1: *Good Luck* as originally built in 1976

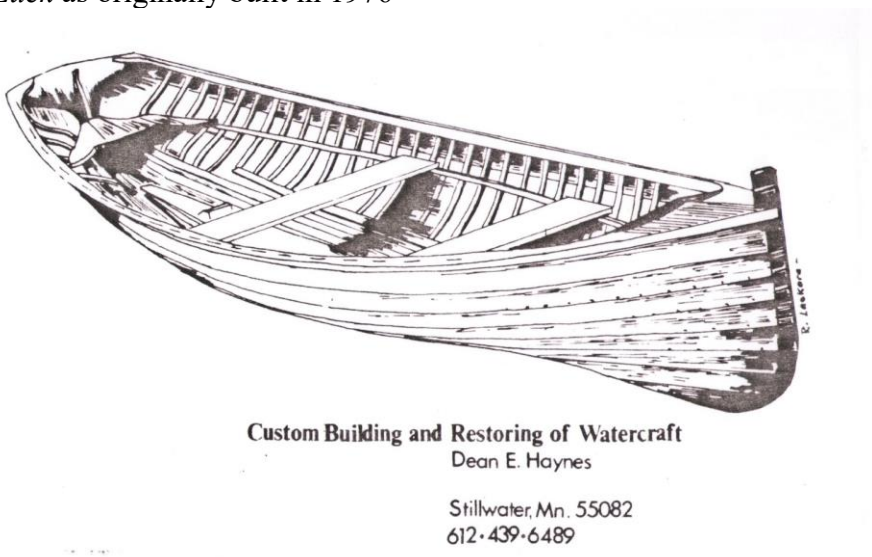
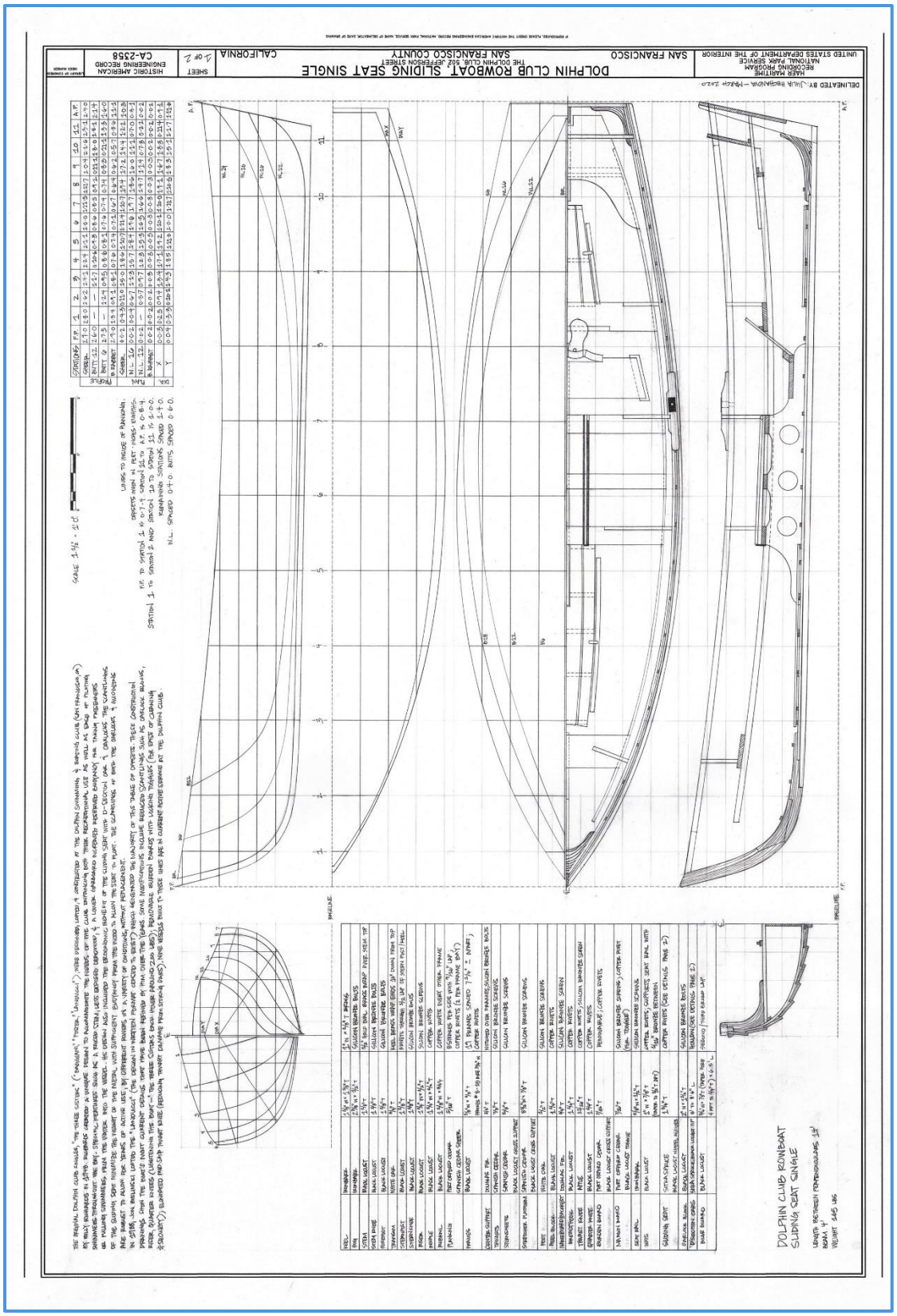


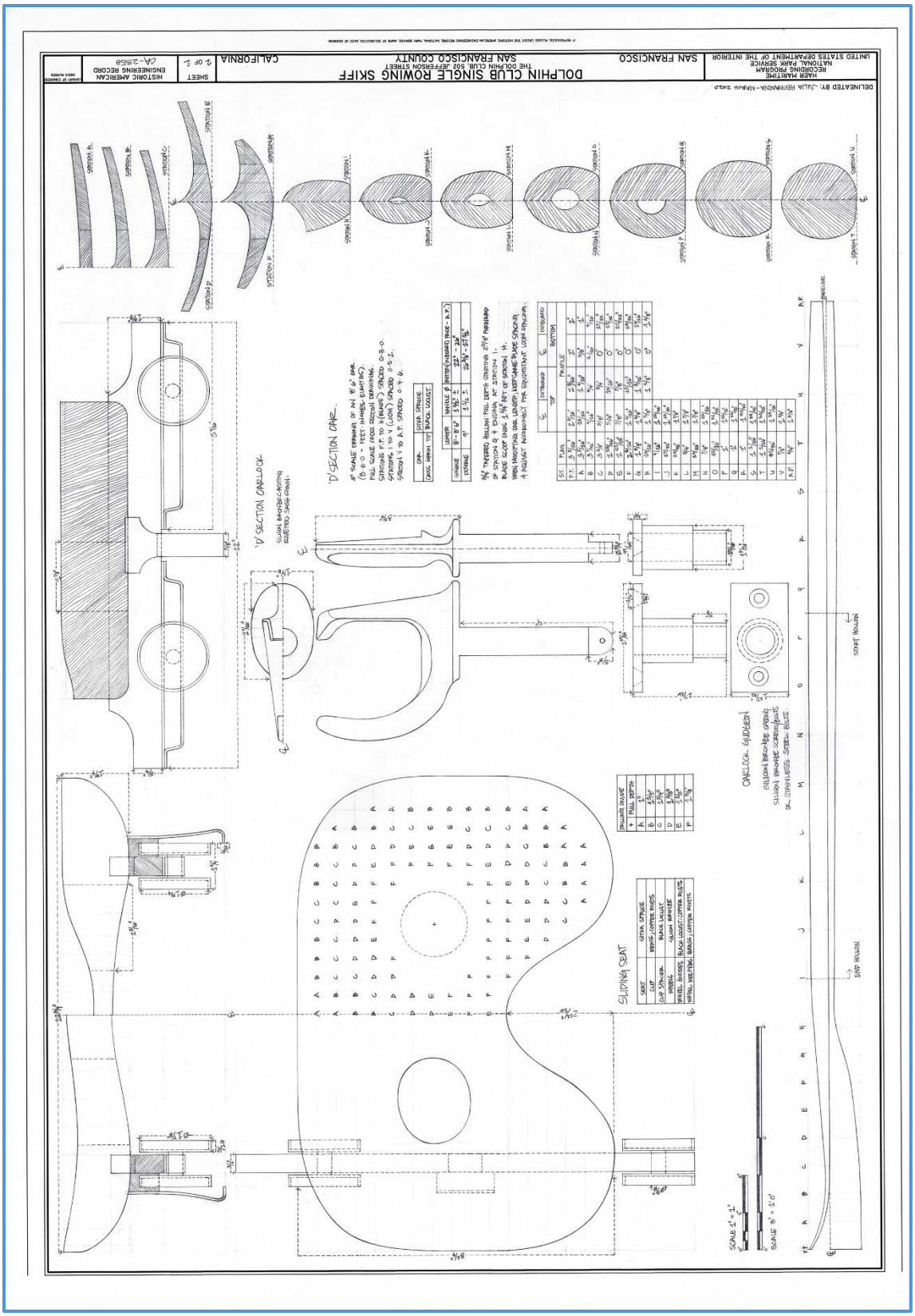
Figure 2: *Good Luck* in the Dolphin Club shop, Photograph by Colin Gift, ca. 2013

Figure 3: *Good Luck* name board, Photograph by Richard Cooper, May 18, 2019

Figure 4: The restored *Good Luck*, Photograph by Richard Cooper, May 18, 2019


DOLPHIN CLUB ROWBOAT SLIDING SEAT SINGLE
THE DOLPHIN CLUB 502 JEFFERSON STREET
SAN FRANCISCO SAN FRANCISCO COUNTY CALIFORNIA
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
HISTORIC AMERICAN ENGINEERING RECORD
CA-2358
SHEET 1 OF 2
DOLPHIN CLUB SINGLE
LENGTH BETWEEN PERPENDICULARS 31'
BEAM 3'
WEIGHT 345 LBS

HAER CA-2358 DOLPHIN CLUB SINGLE
Sheet 1 of 2



HAER CA-2358 DOLPHIN CLUB SINGLE
Sheet 2 of 2

HISTORIC AMERICAN ENGINEERING RECORD

DOLPHIN CLUB ROWBOAT, SLIDING SEAT SINGLE

HAER No. CA-2358

Location:	Dolphin Club, San Francisco, San Francisco County, California The watercraft is located at latitude: 37.80767100, longitude: 122.421293, which represents the Dolphin Club building. The coordinates were obtained from Google Earth in 2019. There is no restriction on their release to the public.
Date of Construction:	1948
Rig/Type of Craft:	Rowboat
Trade:	Recreation
Principal Dimensions:	Length: 14′, Beam: 4′
Designer/Builder:	William Jennings Richards
Original Owner:	The Dolphin Swimming & Boating Club
Present Owner:	The Dolphin Swimming & Boating Club
Disposition:	Active: Recreation, regattas, and piloting swimming events
Significance:	Bill Richards of the Dolphin Club created this uniquely designed rowboat to better handle the rough conditions of San Francisco Bay. *Dino Landucci* is an example of this Dolphin Club sliding seat single design.

Description:

In 1948 Bill Richards designed, lofted, and constructed the original Dolphin Club Singles, "The Three Sisters" (*Baggiani*, *Foster*, *Landucci*), at the Dolphin Swimming & Boating Club (San Francisco, CA). *Dino Landucci* is being documented here to represent the original three boats as well as six others of the same design currently in use. Richards created a unique design to accommodate the needs of the club enhancing both their recreational use as well as ease of piloting swimmers throughout the Bay. Specific features such as a raked stem, less exposed dead wood, and a lower garboard increased reserve buoyancy for taking passengers or pulling swimmers from the water into the vessel. His design also included the ergonomic benefit of the sliding seat with D-Section oars and oarlocks. The scantlings of the sliding seat minimize the weight of the metal with sufficient buoyancy from the wood to allow the seat to float. The scantlings of both the oarlocks and gudgeons are robust enough to allow for years of active use, by different rowers in a variety of conditions, without replacement.

In 1988, Jon Bielinski, the club's master boatbuilder, lofted *Dino Landucci* (the design in written format ceased to exist) which generated much of this table of offsets. The construction drawings show the boat's most current details refined by him over the years. Some modifications include reduced scantlings such as oarlock blocks, riser, quarter knees (lightening the boat – the "three sisters" each hover around 200 pounds); removable burden boards with locking toggles (for ease of cleaning and security); elongated mid-ship thwart knee (reducing thwart damage from storing oars). Nine vessels built to these lines are currently in active service at the Dolphin Club.

Materials: Port Orford cedar planking and various woods including Iron Bark, Black Locust, White Oak, Apple, and Douglas Fir. Silicon Bronze bolts and screws, Copper rivets, and Brass fittings. Le Tonkinois varnish.

History:

In 1877 John Wieland and Valentine Kehrlein, both immigrants from Germany, co-founded the Dolphin Swimming & Boating Club of San Francisco for the benefit of twenty-five charter members. The term "Boating" used in the club's name does not refer to sailing but to rowing, both for racing and recreation. The Dolphin Club is proud of its fleet of historic wooden row boats, some over a hundred years old but still used daily. These boats are mostly sliding seat lapstrake singles or doubles and durable enough for the rough conditions of San Francisco Bay. Volunteer club members, directed by a master boatbuilder, keep alive the fading skills required to repair and restore these aging wooden boats.

This document describes a boat design that originated with three singles, the *Don Baggiani*, *Sid Foster*, and *Dino Landucci*, built in 1948 at the Dolphin Club. They resemble Whitehalls, a once common wooden rowboat, but modified sufficiently to be classified as Dolphin Club Sliding Seat Singles. This document uses the lines and specifications taken from *Dino Landucci* to represent the others. The design has become the standard of our club singles. Four more have been built at the club between 1988 and 2016. Two others were built elsewhere to 1948 specifications. All nine belong to the Dolphin Club and are in excellent condition.

Bill Richards built those first three Dolphin Club Singles in 1948 in a handball court converted into a boat shop. William Jennings Richards was born in 1880 in Penance, Cornwall, England and immigrated to San Francisco by way of British Columbia in 1916 with his wife, Hilda. For the 1930 and 1940 U.S. Census records his occupation was "Boat Builder." Richards developed his boat building skills during the 1920's in Thomas R. Keenan's shop in San Francisco. Keenan was born in 1870 and joined the Dolphin Club in 1892 as a competitive rower. In 1895 he entered the boat building business supplying and repairing racing boats for many Pacific Coast clubs. Thomas Keenan and his business both died in 1933.

Then in 1934 Bill Richards became more active in the Dolphin Club, maintaining boats and being employed as the club caretaker. In March 1947, the Dolphin Club Board commissioned Richards to build the three new boats for $400 each. A few years later, in 1950, he retired to Oroville in Northern California. Bill Richards died in 1959. As his occupation, the death certificate simply stated, "racing shells."

The names given to the original three boats honor club members for their outstanding achievements, service, and leadership:

Don Baggiani was born in 1907 and died in 1999. He joined the Dolphin Club in 1935 and was the president 1943-44. A club member for 63 years, Don was a swimmer and champion handball player.

Sydney Foster was born in 1892 in San Francisco. He became a member of the club in 1913 and swam the Golden Gate for many years, winning the race three times 1921-24. He passed away in 1973 at the age of 80.

Dino Landucci joined the club in 1935, participated in many activities, and served as president in 1947. Dino is credited with holding the club together during WWII and the changes that followed. Athletically, he is best remembered for handball and rowing. Dino was born in 1907 and died in 1995.

Sources: Dolphin Club Board Minutes, boat shop records, publications, and membership records. These club materials are preserved in the Dolphin Club Archives, 502 Jefferson St, San Francisco, Ca 94109. Additional information was researched using historic copies of the *San Francisco Chronicle* and *Examiner* newspapers and genealogical data bases accessed on Ancestry.com and FamilySearch.org.

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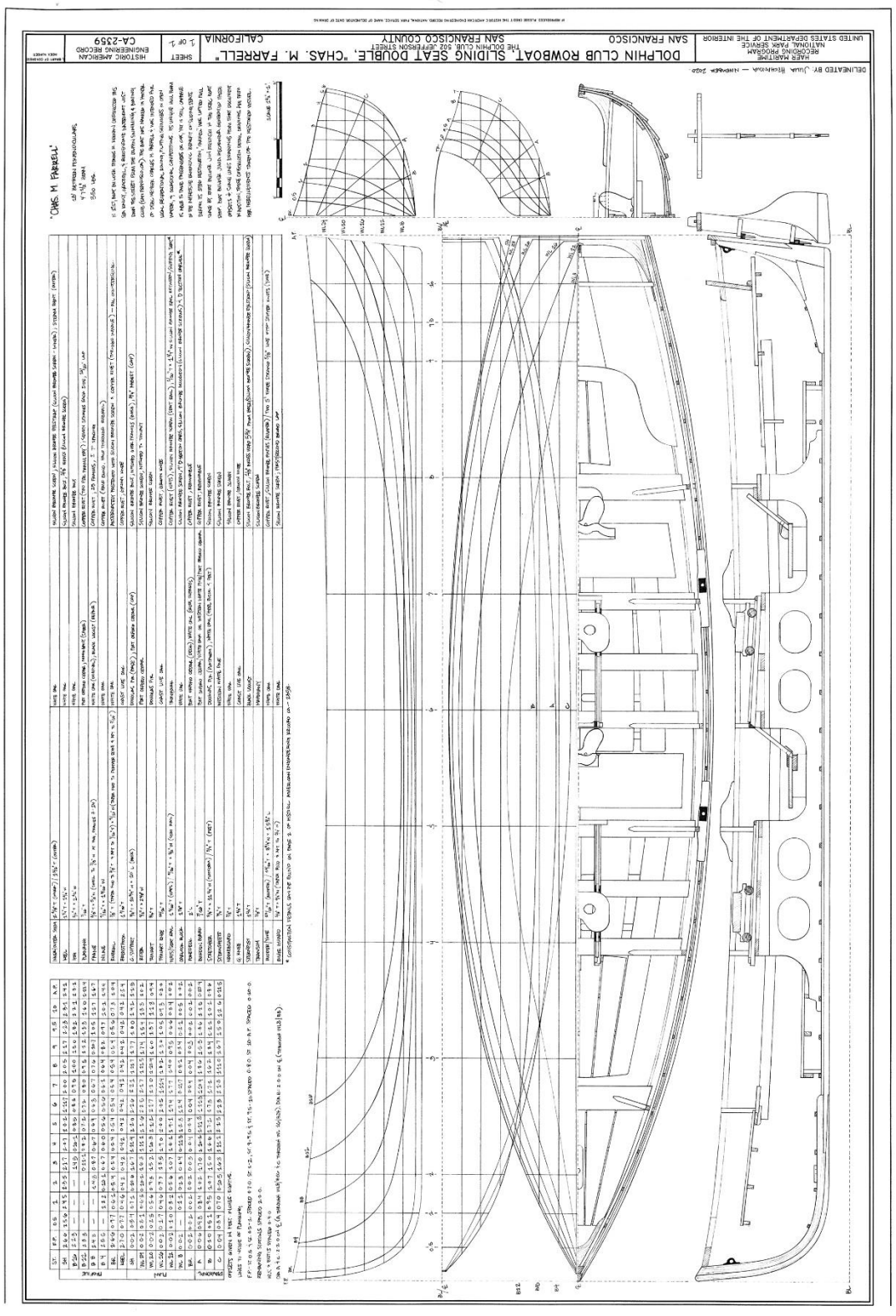
Figure 1: The *Dino Landucci* Name Board

Figure 2: The *Dino Landucci*

Figure 3: The *Dino Landucci*

Figure 4: Profile view of a Dolphin Club Single

All photographs taken by Richard B. Cooper on February 5, 2020



HAER CA-2359 DOLPHIN CLUB DOUBLE, *CHAS. M. FARRELL*

HISTORIC AMERICAN ENGINEERING RECORD

CHAS. M. FARRELL

HAER No. CA-2359

Location:	Dolphin Club, 502 Jefferson Street, San Francisco, San Francisco County, California The watercraft *Chas. M. Farrell* is located at latitude: 37.80767100, longitude: -122.421293, which represents the Dolphin Club building. The coordinates were obtained from Google Earth in 2019. There is no restriction on their release to the public.
Date of Construction:	1917
Rig/Type of Craft:	Dolphin Club Rowboat, Sliding Seat Double
Trade:	Recreation
Principal Dimensions:	Length: 18′, Beam: 4′-7-1/2″
Designer/Builder:	Thomas R. Keenan
Original Owner:	The Dolphin Swimming & Boating Club
Present Owner:	The Dolphin Swimming & Boating Club
Disposition:	Active: Recreation, regattas, and piloting swimmers
Significance:	The *Chas. M. Farrell* is an elegant wooden pleasure craft hand built by Thomas R. Keenan over a century ago and still expertly maintained and rowed on San Francisco Bay.

Description:

The *Chas. M. Farrell* is a sliding seat, lapstrake, double, wooden rowboat. In 1917 boatbuilder Thomas R. Keenan constructed this sea-kindly, graceful, and burdensome watercraft in his shop just down the street from the Dolphin Swimming and Boating Club (San Francisco, California). The boat was named in honor of Dolphin Club member Charles M. Farrell. It was intended for local recreational rowing, piloting swimmers in open water, and occasional racing in competitions. Its unique hull form can take passengers or cox, yet it is still capable of the impressive ergonomic benefit of sliding seats.

During its 1986 restoration, *Chas. M. Farrell* was lofted full scale by boat builder Jon Bielinski in the Dolphin Club boat shop. In 2020 boat builder Julia Hechanova generated offsets

and scale drawings from that lofting. In addition, she made detailed construction drawings from measurements taken off the restored vessel.

The *Farrell* is 18′ long between perpendiculars, 4′-7-1/2″ beam width, and currently weighs 350 lbs. White Oak is used for the keel, hog, frame, inwale, rub rails, oarlock blocks, rudder, and name board. Planking, riser, fore deck, and burden boards are Port Orford Cedar. Other parts are made from Douglas Fir, Coastal Live Oak, Iron Bark, Black Locust, and Mahogany.

Nine-foot D section wood oars power the boat. The scantlings of the sliding seats minimize the weight of the metal with sufficient buoyancy from the wood to allow the seats to float. The coxswain maintains the course using a yoke and steering lines.
Summary of Materials: White Oak, Port Orford cedar planking, plus various woods including Black Locust, Mahogany, and Douglas Fir. Silicon Bronze bolts and screws, Copper rivets, and Brass fittings. Le Tonkinois varnish.

History:

The *Farrell* is a sliding seat double rowboat with a dolphin artfully carved into the foredeck. The 18′ long *Farrell* has been a favorite of countless Dolphin Club rowers competing in regattas and for piloting swims in San Francisco Bay.

The boat is named for Charles M. Farrell who was born in June 1868, joined the Dolphin Club in May 1891, became a skilled oarsman, and served as club president in 1903 and 1904. Respected by the rowing community, he was chosen to head the newly founded Pacific Association of Amateur Oarsmen in 1904. As a civic leader, Farrell fought long and hard for the transformation of Black Point Cove into the public recreational Aquatic Park as it is today.

The *Farrell* was crafted by another Dolphin Club member, Thomas R. Keenan, in his shop at 249 Jefferson Street, San Francisco. Keenan was born in September 1870 and joined the club in July 1892 as a competitive rower. In 1895 he entered the boat building business, supplying, and repairing boats for many West Coast clubs. The oars he made were considered the best and used exclusively by Pacific battle fleet crews.

These two legendry club members, Charles M. Farrell and Thomas R. Keenan, both passed away in 1933.

The *Farrell* was christened and launched on Sunday, August 12, 1917. Although rowed mostly on San Francisco Bay, the *Farrell* has often been chosen for unique events both locally and far beyond. An early assignment for *Farrell* was to help pilot the very first Dolphin Club Golden Gate Swim on September 9, 1917, and later once again in 2017 for the 100th anniversary swim and celebration.

In October 1926, several Dolphin Club members rowed *Farrell* the eighty-five miles from San Francisco to Stockton. It was a leisurely pull through the Delta, up the San Joaquin River, and taking several days. However, other rowing clubs were inspired and proposed a non-stop race in 1927. Ultimately, four clubs entered boats like the *Farrell* with three-man crews, and the race began from Aquatic Park at 5:30 in the afternoon on August 27, 1927. They raced through the night with the winning boat from the South End Rowing Club finishing in 15 hours and 31 minutes. The *Farrell* crew took third.

With those long rows to show the way, the Dolphin Club began a tradition in 1956 that continues most summers with fun rows upriver 90 miles to Sacramento, California. *Farrell* has made the journey dozens of times.

Moreover, in September 1980, the *Farrell* competed in a thirty-six-mile, open-ocean regatta from Catalina Island to Marina Del Rey, California.

Keeping any wooden boat operational for a century is not easy. To survive, the *Farrell* has required regular maintenance by boat shop volunteers, a lofting and major keel-up restoration by Jon Bielinski in 1986-1987, plus tender loving care by all rowers.

Sources: Dolphin Club Board Minutes, boat shop records, publications, and membership records. These club materials are preserved in the Dolphin Club Archives, 502 Jefferson St, San Francisco, Ca 94109

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Bielinski, Jon. "San Francisco's Oldest Rowing Clubs." *WoodenBoat* 40 (1981), 46-49.

Pickelhaupt, Bill. *The Rowing Clubs of California, 1851-1933*. New Braunfels, Texas: Flyblister Press, 2016.

Additional research used historic copies of the *San Francisco Chronicle, Call* and *Examiner* newspapers and genealogical data bases accessed on Ancestry.com and FamilySearch.org.

Project Information:

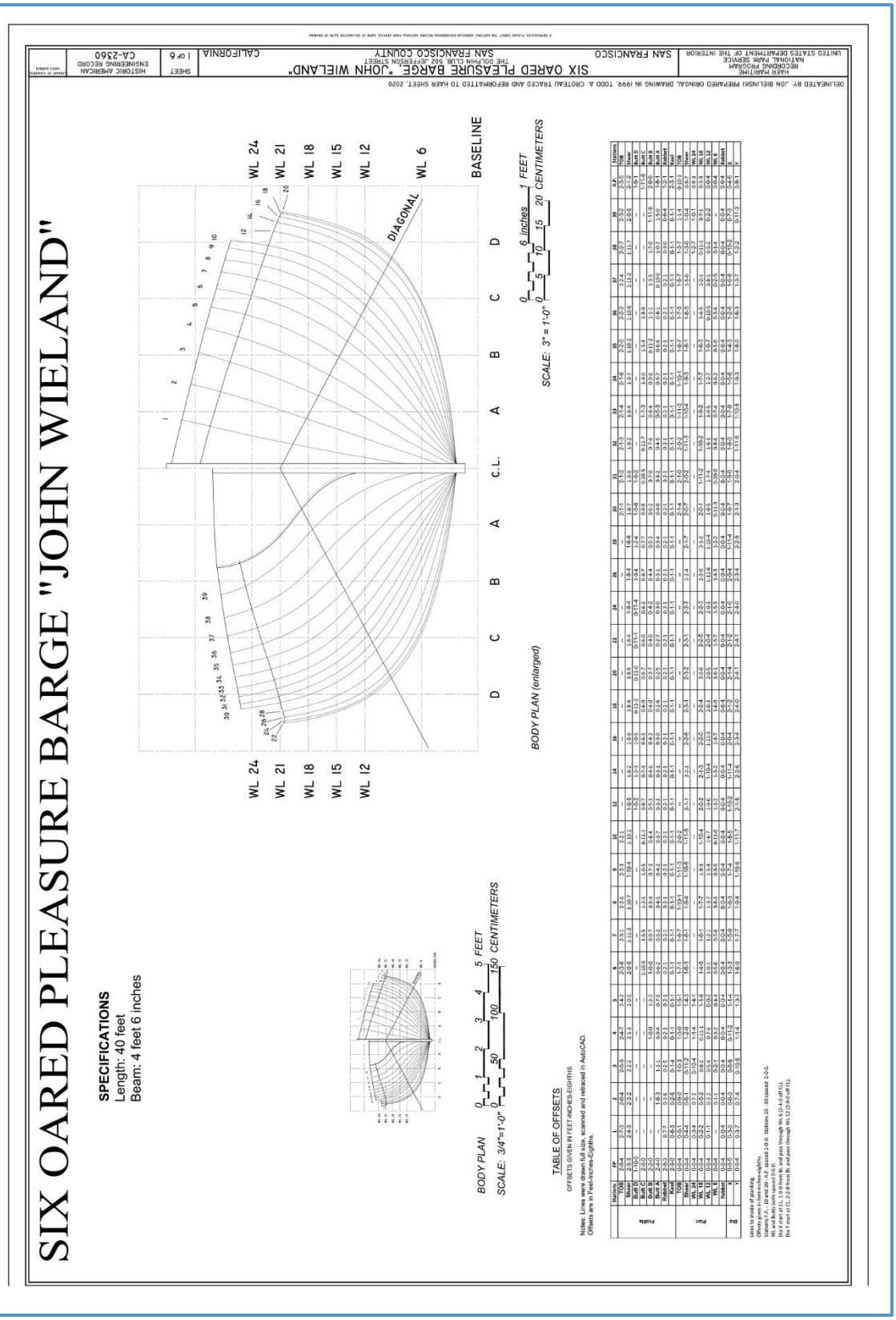
The Historic American Engineering Record (HAER) is a long-range program that documents and interprets historically significant engineering sites and structures throughout the United States. HAER is part of Heritage Documentation Programs, a division of the National Park Service, U.S. Department of the Interior. Todd Croteau, HAER Architect, manages the HAER Maritime Program. Julia Hechanova prepared the technical specifications and measured drawings. Richard B. Cooper contributed historical data and the photographs. Both are members of the Dolphin Swimming & Boating Club, January 2021.

Appendix: Illustrations

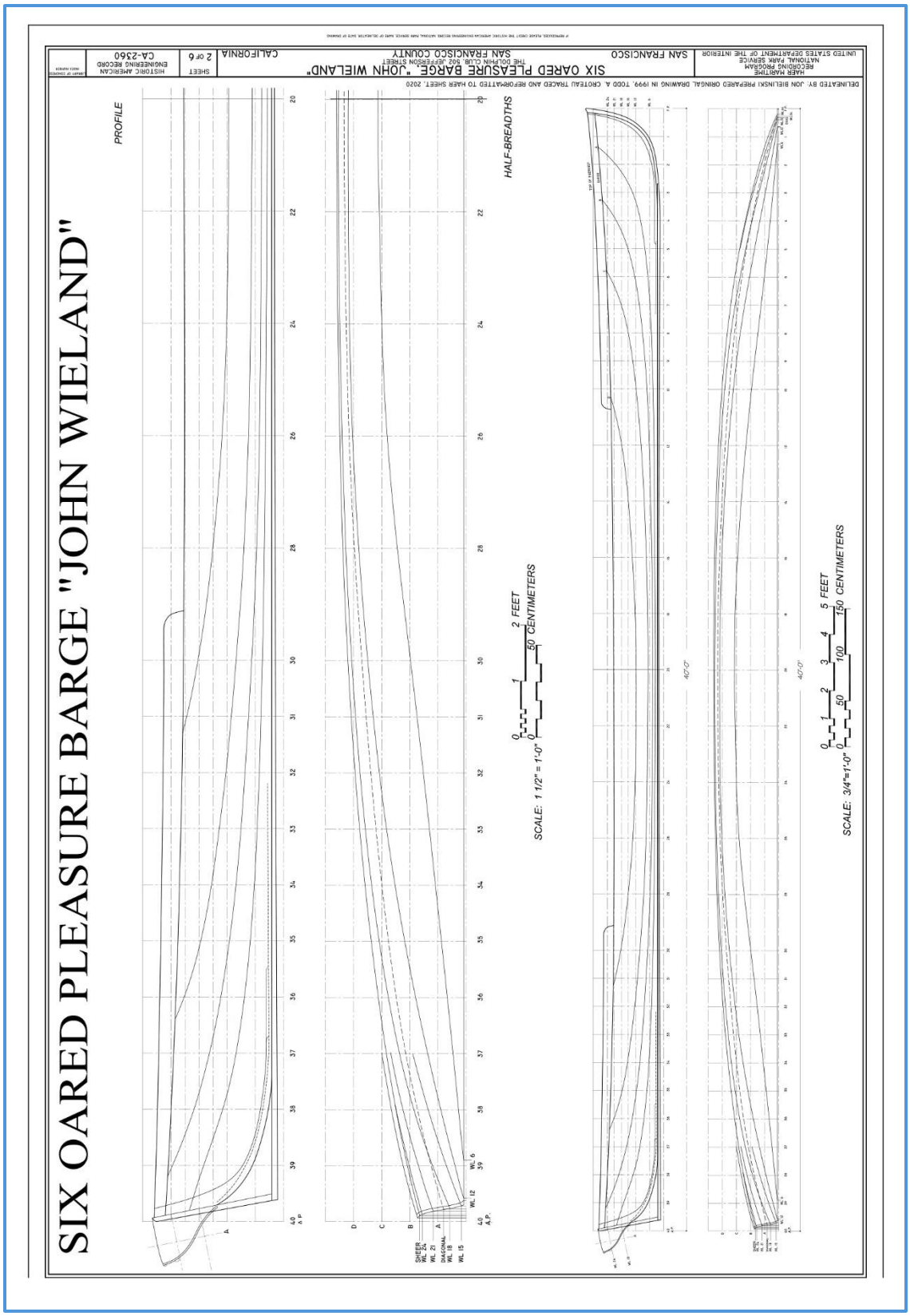
Figure 1: The *Chas. M. Farrell,* Photograph by Richard B. Cooper, December 14, 2016

Figure 2: The *Chas. M. Farrell* Name Board, Photograph by Richard B. Cooper, December 14, 2016

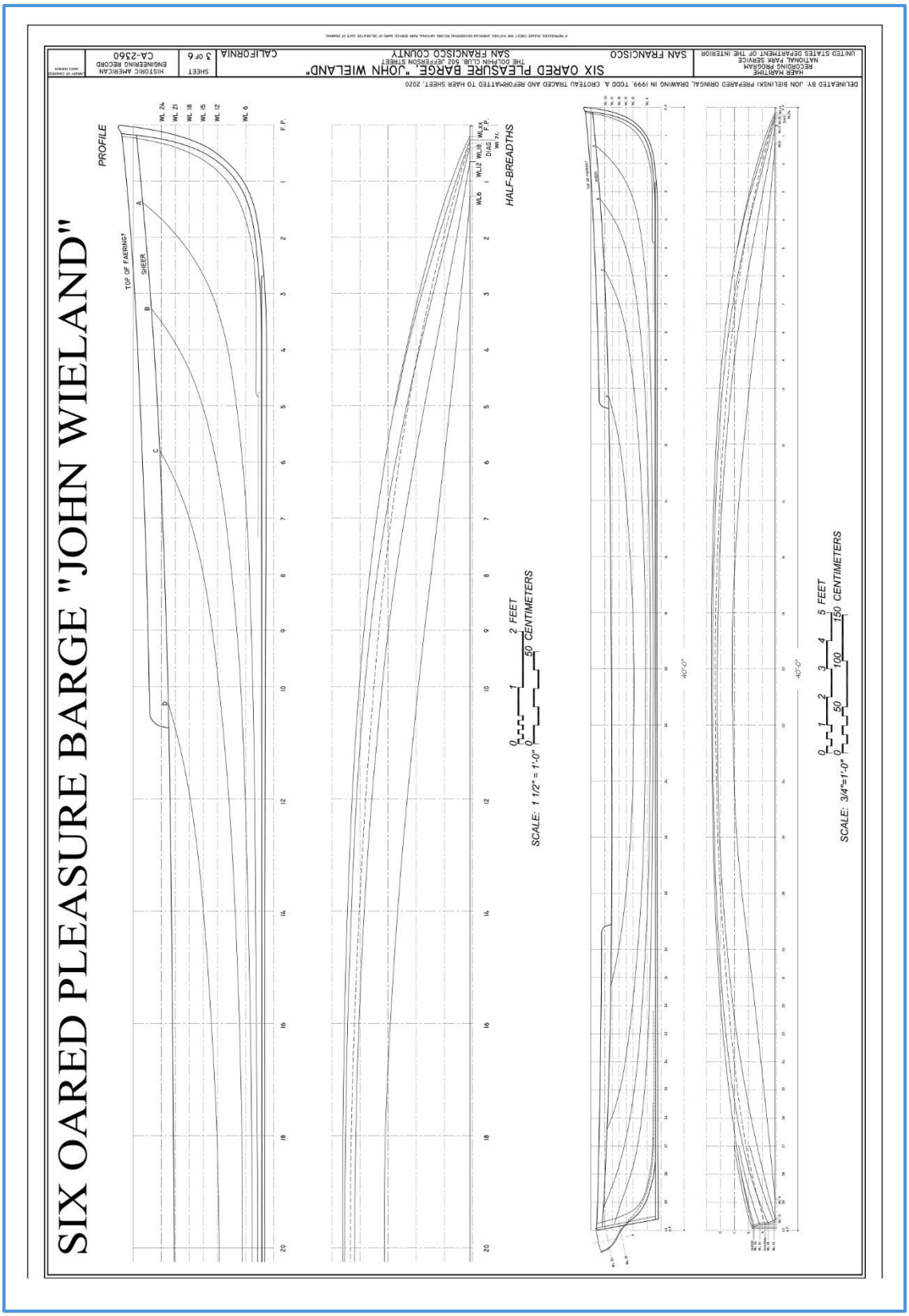
Figure 3: The *Chas. M. Farrell* Foredeck, Photographer Unknown, Ca.



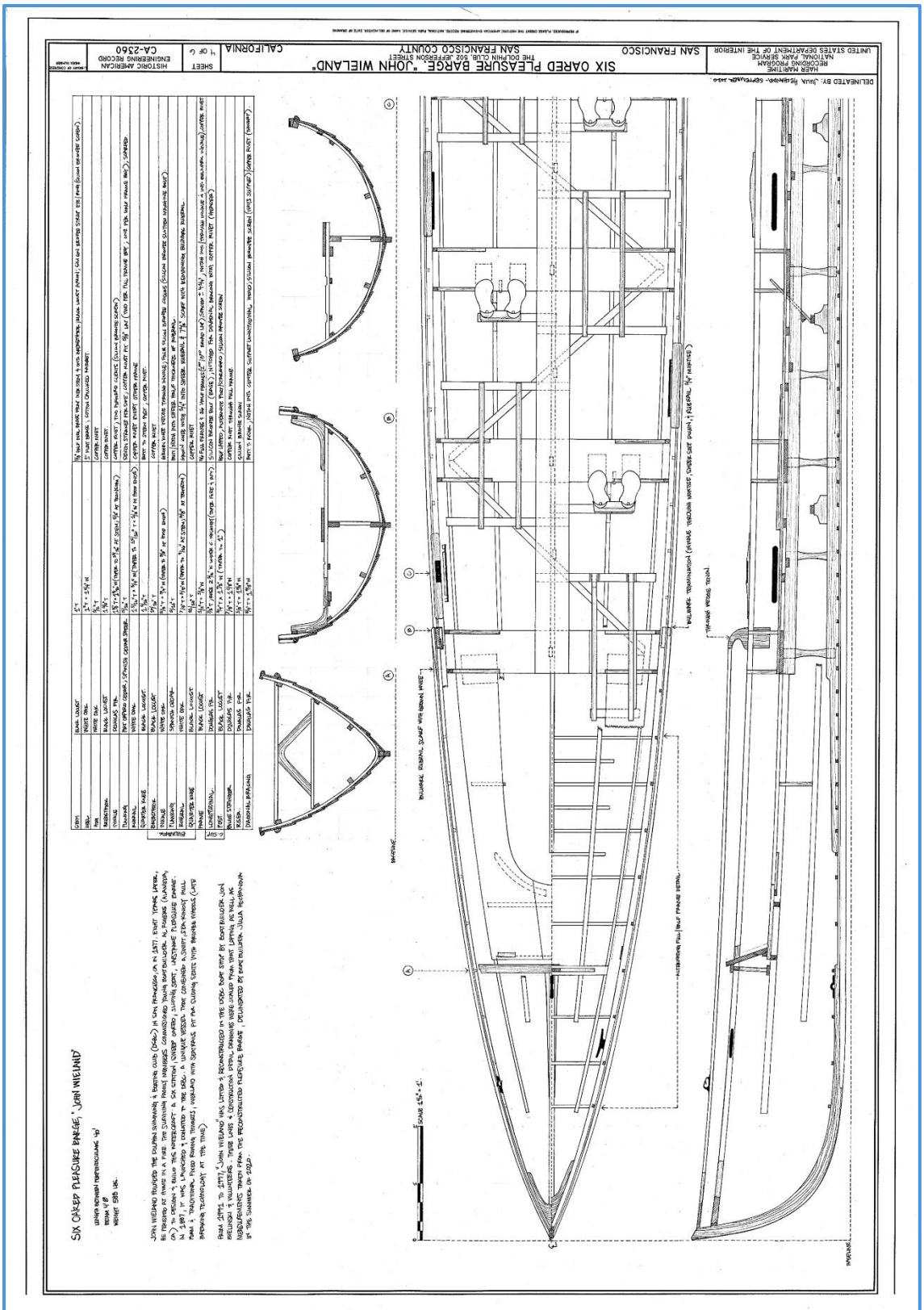
HAER CA-2360 SIX-OARED PLEASURE BARGE, *JOHN WIELAND*
Sheet 1 of 6



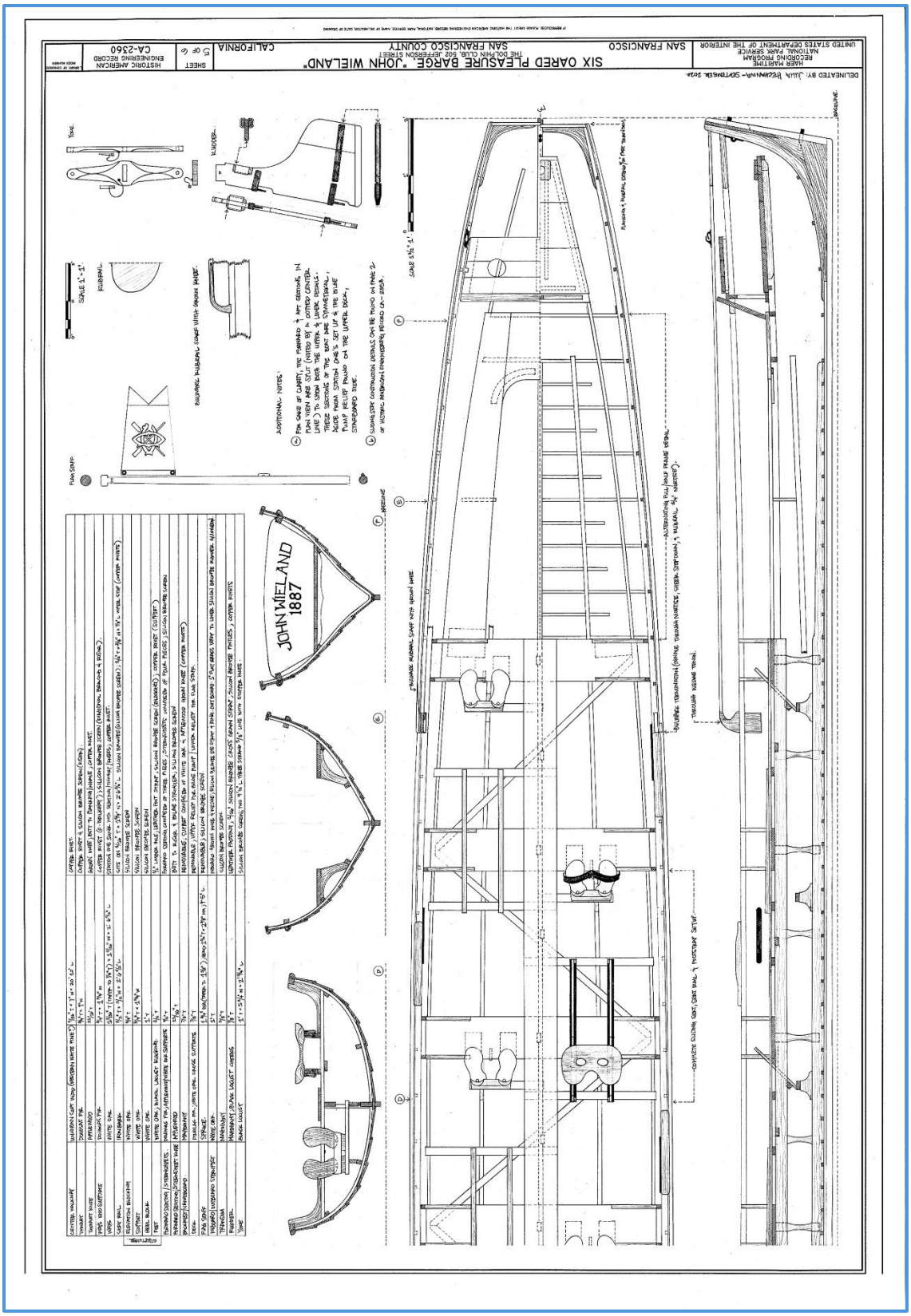
HAER CA-2360 SIX-OARED PLEASURE BARGE, *JOHN WIELAND*
Sheet 2 of 6



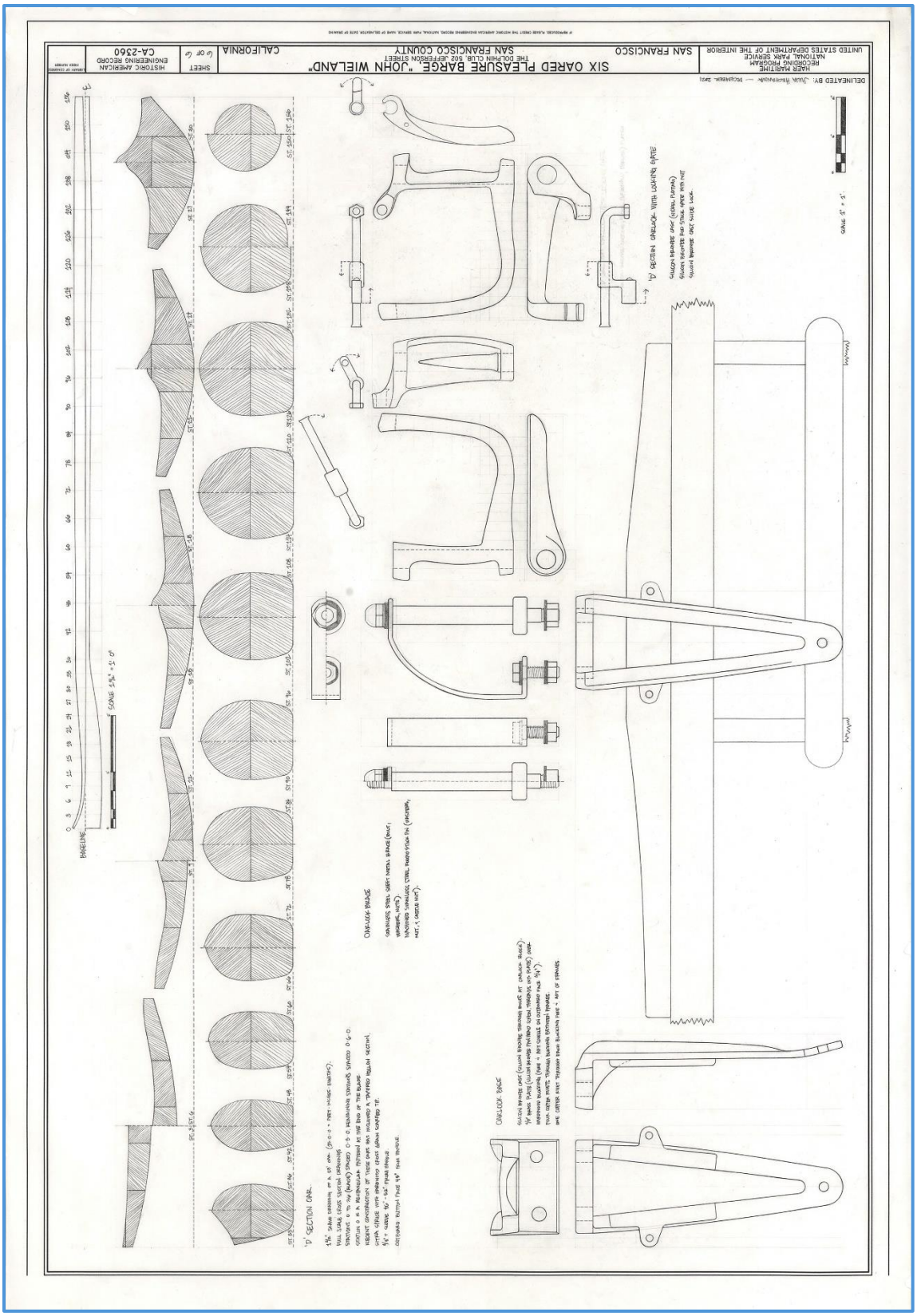
HAER CA-2360 SIX-OARED PLEASURE BARGE, *JOHN WIELAND*
Sheet 3 of 6


SIX OARED PLEASURE BARGE "JOHN WIELAND"
THE DOLPHIN CLUB, 502 JEFFERSON STREET
SAN FRANCISCO COUNTY
SAN FRANCISCO
CALIFORNIA
HISTORIC AMERICAN ENGINEERING RECORD
CA-2360
SHEET 4 OF 6
HABS MARITIME RECORDING PROGRAM
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR
SIX OARED PLEASURE BARGE, 'JOHN WIELAND'
JOHN WIELAND FOUNDED THE DOLPHIN SWIMMING & BOATING CLUB (DSBC) IN SAN FRANCISCO IN 1877. EIGHT YEARS LATER, HE ORDERED HE FRAME IN A PAIR OF SIX-OARED PARIES' RACEBOATS COMMISSIONED FROM BOATBUILDER AL FRASER (ALAMEDA, CA.). THE BOATS WERE BUILT AT FRASER'S SHOP ON THE ALAMEDA ESTUARY. THEY WERE LAUNCHED IN 1881, IT WAS LAUNCHED IN THE SPRING. THEY CONTINUED IN SERVICE FOR MANY YEARS. FRASER'S BOATS WERE BUILT IN A TRADITIONAL, FIXED FRAMING TECHNIQUE; HIGHLAND WITH SCANTLING, BUT FOR CLINKER BOATS WITH BEVELED FRAMES (LATE IMPROVING TECHNOLOGY AT THE TIME).
FROM 1877 TO 1977, 'JOHN WIELAND' WAS USED & RECONSTRUCTED IN THE DSBC BOAT SHOP BY BOATBUILDER JOHN [illegible] & MEMBERS. THERE WERE 4 CONSTRUCTION PERIODS DURING WHICH MAJOR CHANGES WERE MADE TO THE BOAT. LETTERS AS SHOWN ON MEASURED DRAWINGS. THESE PERIODS WERE RECONSTRUCTED BY BOATBUILDER JOHN [illegible] & MEMBERS OF DSBC.
SCALE: 3/4" = 1'-0"
INBOARD PROFILE, SLANT WITH BOTTOM PLANKS
TRANSOM TERMINATION (CENTER THROUGH MONITOR, QUARTER-SLANT PLANKS, 1/4" RABBETED)
HALF FRAME DETAIL
DELINEATED BY: Julia Hawkins - September 2012

HAER CA-2360 SIX-OARED PLEASURE BARGE, *JOHN WIELAND*
Sheet 4 of 6



HAER CA-2360 SIX-OARED PLEASURE BARGE, *JOHN WIELAND*
Sheet 5 of 6



HAER CA-2360 SIX-OARED PLEASURE BARGE, *JOHN WIELAND*
Sheet 6 of 6

HISTORIC AMERICAN ENGINEERING RECORD

SIX-OARED PLEASURE BARGE, *JOHN WIELAND*

HAER No. CA-2360

Location:	Dolphin Club, 502 Jefferson Street, San Francisco, San Francisco County, California Six-Oared Pleasure Barge *John Wieland* is located at latitude: 37.807671, longitude: -122.421293, which represents the Dolphin Club building. The coordinates were obtained from Google Earth in 2019. There is no restriction on the release of the coordinates to the public.
Date of Construction:	1887
Rig/Type of Craft:	Six-Oared Pleasure Barge
Trade:	Recreation
Principal Dimensions:	Length: 40′, Beam: 4′-8″
Designer/Builder:	Alfred F. Rogers
Original Owner:	The Dolphin Swimming & Boating Club
Present Owner:	The Dolphin Swimming & Boating Club
Disposition:	Active: Recreation and regattas
Significance:	Six-Oared Pleasure Barge *John Wieland* is a rare example of an elegant nineteenth-century wooden pleasure craft, hand built by Al Rogers, and still expertly maintained and rowed on San Francisco Bay. The boat serves as a "flagship" for the Dolphin Swimming and Boating Club.

Description:

John Wieland is a six-station plus coxswain, sweep-oared, sliding seat, lapstrake wooden barge built in 1887 by Al Rogers for the Dolphin Swimming and Boating Club. From a distance the *John Wieland* might resemble Cornish pilot gigs that originated as plain work boats. Upon closer comparison, *John Wieland* is longer, more streamlined, and highly crafted with sliding seats and other refinements. It is one of the most beautiful small boats ever seen on San Francisco Bay.

John Wieland is 40′ long between perpendiculars, 4′-8″ beam width, and currently weighs about 588 lbs. It was built as a unique vessel to combine a swift, sea-kindly hull form with traditional fixed rowing thwarts, overlaid with seat rails fit for sliding seats with bronze wheels. Although designed for pleasure and leisurely outings, the boat is frequently raced and is capable of speeds of six or more knots with a strong crew. As for capacity, the boat has handled a dozen or more persons aboard on many excursions.

Between 1991 and 1997 Dolphin Club volunteers, directed by Jon Bielinski, completely reconstructed this historic craft using the club's boat repair shop and tools. Drawings and details from 1887 did not exist. Hogging and rough repairs over the decades had distorted the hull. Therefore, the first task of Jon Bielinski, the club's master boatbuilder, was to loft the boat to understand the original lines. During the entire project, the objective was to stay true to the original design. That said, the following technical description is mostly of the boat as it currently exists.

Jon Bielinski selected and procured the finest wood, considered the life of the boat. He harvested some wood, like black locust and apple, in the forests of Northern California. Pieces were then cut and shaped by hand for each part of the boat.

White Oak is used for the keel, hog, rub rail, stretchers, and some other parts. The keel, due to many past repairs, needed a fresh design. Jon Bielinski chose a T-shaped design using oak (1″ thick x 1-1/4″ wide) topped with a 1/2″ oak hog piece. This modification has enhanced both longitudinal stiffness and flex plus reduced the boat's weight by several hundred pounds.

Black locust, selected for its strength and resistance to rot, is used for the stem, breast hook, quarter knees, yoke, and parts of the rudder. More importantly, the eighty-two frames/ribs (46 full, 36 half) are black locust. These ribs (1/2″ thick x 5/8″ wide) were steamed and then individually bent to the exact shapes required.

There are seven strakes/planks starboard and port side, each 5/16″ thick. Spanish cedar is used for the sheer strakes. All other planks are Port Orford cedar. For protection in rough seas, the bow and stern are raised further with bulwarks and rub rails. Gunwales are a solid combination of fir, Spanish cedar, and oak.

Inwale, bilge stringer, riser, diagonal bracing, thwart and deck are made of Douglas fir. Apple wood is used for the thwart knees, stern knees, and forward seating. The transom, name board, and parts of the rudder are mahogany. Six coats of Le Tonkinois varnish protect the wood and make the boat shine.

There are six racing-style pulling stations. Mighty 12′-11″ long sweep oars power the boat. In the past the club purchased oars from local boat builders or George Pocock in Washington. Now these hollowed Sitka spruce oars, with D-shaped looms, are made in the Dolphin Club shop. Fortunately, during the rebuild some incredibly old, bronze oarlocks were

obtained from Pocock. The scantlings of the sliding seats minimize the weight of the metal with sufficient buoyancy from the wood to allow the seats to float. Seat elevation is ideally set for both flat water racing and to allow feathering high in choppy conditions. The coxswain maintains the course using a yoke and steering lines.

Included in the rebuild project was a new, large dolly to cradle the boat properly and to smoothly roll it to and from the club's boathouse.

Summary of Materials: Port Orford cedar planking plus various woods including Spanish Cedar, Black Locust, White Oak, Apple, Mahogany, and Douglas Fir. Silicon Bronze bolts and screws, Copper rivets, and Brass fittings. Le Tonkinois varnish.

History:

John Wieland was a co-founder and considered to be the major force in establishing the Dolphin Swimming & Boating Club of San Francisco in 1877. Two of his sons were among the twenty-five Charter Members of the club.

John Wieland was born on October 6, 1829, in Baden-Württemberg, Germany. He immigrated to America in 1849, found his way to California, and had success in the gold fields. He then settled in San Francisco and became a partner in a bakery. John Wieland married in 1853, becoming the father of eleven children.

In 1855 John Wieland entered the brewing business and by 1867 was sole proprietor of the Philadelphia Brewery. It would become the largest brewery west of the Mississippi. John Wieland was one of the most prosperous and influential citizens of San Francisco when he died tragically in a house fire in 1885 at the age of fifty-five. His family then commissioned the building of an impressive boat and presented it to the Dolphin Club as a gift, as an enduring tribute to John Wieland.

The 40′, six-oared pleasure barge, *John Wieland*, 1887, was crafted by Alfred F. Rogers. Born in Ohio in 1856, Al Rogers ventured west to San Francisco by 1875. He worked as a boat builder, learning the skills in several shops, plus he also rowed competitively for the Pioneer Club and later for the Ariel Rowing Club. Ultimately, he separated himself from other builders by specializing in the finest and fastest racing craft on the Pacific Coast and Hawaii.

Al Rogers built *John Wieland* in his shop in San Francisco on the west side of Kentucky Street just south of Fourth Street. Within ten years city development forced Rogers to relocate his shop across the bay to Alameda Point. Rogers continued to build all types of wooden racing boats for clubs up and down the Pacific Coast. In 1915 he delivered *South End*, a 40′ barge along the lines of *John Wieland*. Ever since, for more than a century, these two "pleasure" boats have battled in regattas with both men and women crews. Alfred Rogers died on January 1, 1929, in Alameda, California.

As expected, for any wooden craft to last over 130 years, *John Wieland* has required constant maintenance and some major repairs. In September 1952 the barge, already structurally fragile, was swamped in high waves and nearly lost off Alcatraz Island. The boat was out of service for eight years, despite numerous fund raisers, repairs, and unsuccessful attempts to relaunch her. That was also a period of waning interest in rowing wooden boats in rough water, and there was more than one suggestion to just burn the old thing. However, by August 1960 the *John Wieland* was once again delighting crews with excursions to ball games at Candlestick Park, to picnics on Angel Island, and to the watering holes of Tiburon and Sausalito.

In 1962 the Dolphin Club celebrated the 75th Anniversary of the *John Wieland* barge by rowing it to Tiburon with major press and TV coverage. The honored crew consisted of old-time oarsmen guided by coxswain Dr. A. W. Ward proudly wearing his 1905 rowing medal.

By 1968 the barge once again required a restoration which held together until 1979 when it was taken out of service until February 1981. Over the years, well-meaning club members did much of the work but lacked the knowledge and necessary skills.

Then in 1984 boatbuilder Jon Bielinski joined the Dolphin Club and began to rejuvenate the club's neglected fleet of wooden boats. He also organized and taught many volunteers the skills necessary to maintain the valuable boats. By the end of 1991 Jon Bielinski had detected far too many structural problems with *John Wieland*. He decommissioned the barge for a complete restoration to be refitted from the keel up. The club's Board of Governors approved $43,000 to fund the project. It would then take six years of painstaking and detailed effort by Jon Bielinski and over 170 club volunteers to rebuild the barge to new condition. As one inspired worker remarked "We'll go boldly into the twenty-first century with a relic from the nineteenth century."

On July 27, 1997, at a large celebration, the sleek and glistening *John Wieland* once again slipped into the waters of San Francisco Bay, and now, two decades into the twenty-first century, that old relic is still pulling strong.

Sources: Dolphin Club Board Minutes, boat shop records, publications, and membership records. These club materials are preserved in the Dolphin Club Archives, 502 Jefferson St, San Francisco, Ca 94109.

Barde, Robert E. with Patrick F Cunneen. *South End: Sport and Community at the Dock of the Bay*. Gibbons Press, 2019.

Bielinski, Jon. "San Francisco's Oldest Rowing Clubs." *WoodenBoat* 40 (1981): 46-49.

Kortum, John. "A Flagship Relaunched: The JOHN WIELAND Rows Again." *WoodenBoat* 155 (July/August 2000): 37-39.

Pickelhaupt, Bill. *The Rowing Clubs of California, 1851-1933*. New Braunfels, Texas: Flyblister Press, 2016

Additional research used historic copies of the *San Francisco Chronicle, Call* and *Examiner* newspapers and genealogical data bases accessed on Ancestry.com and FamilySearch.org.

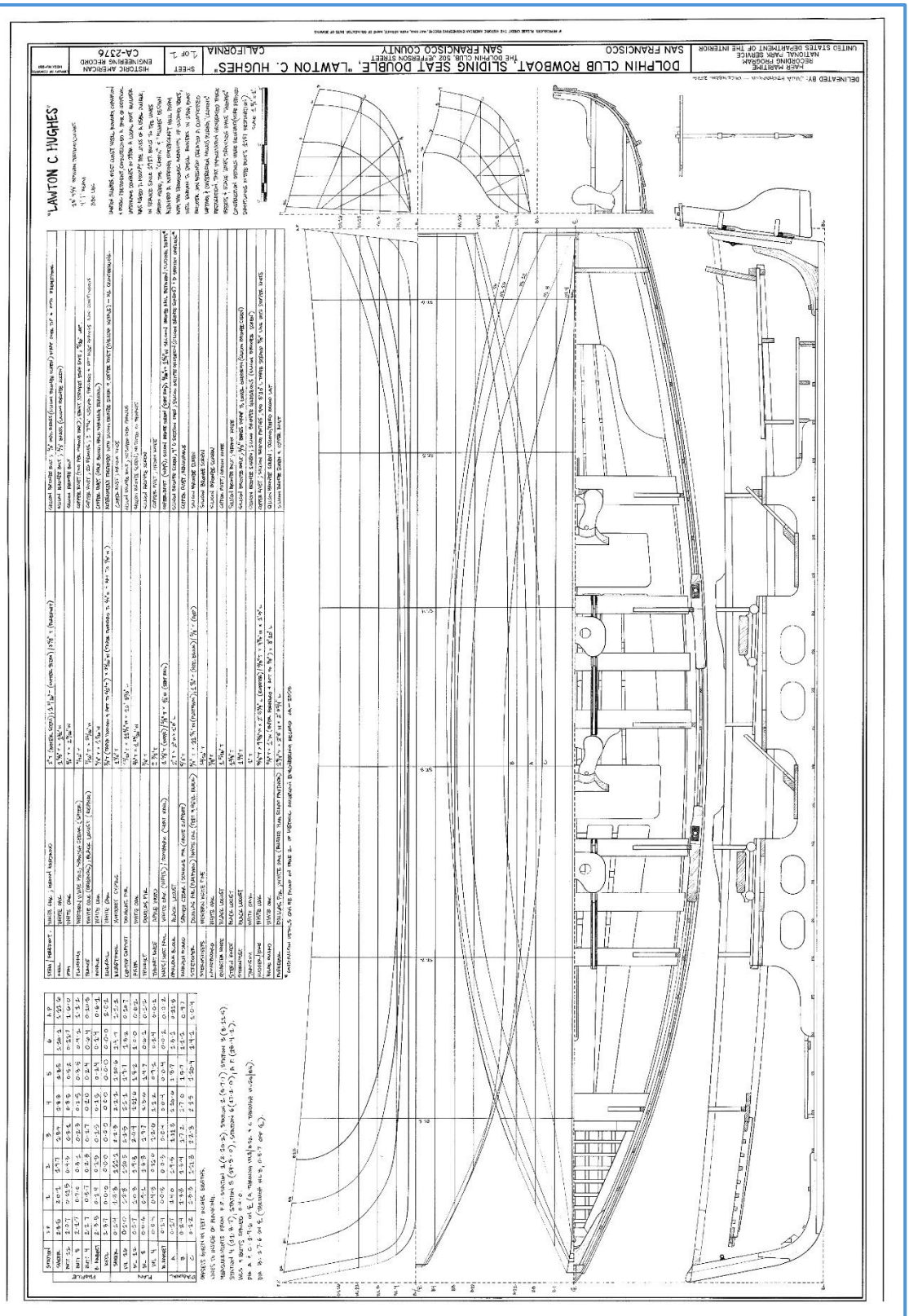
Project Information:
The Historic American Engineering Record (HAER) is a long-range program that documents and interprets historically significant engineering sites and structures throughout the United States. HAER is part of Heritage Documentation Programs, a division of the National Park Service, U.S. Department of the Interior. Todd Croteau, HAER Architect, manages the HAER Maritime Program.

Jon Bielinski prepared the original drawing in 1999. Todd Croteau traced and reformatted it in 2020. Julia Hechanova prepared subsequent technical specifications and measured drawings. Richard B. Cooper contributed historical data, and Susanne Friedrich shot the photographs. All are members of the Dolphin Swimming & Boating Club, January 2021.

Figure 1: The *John Wieland,* Photograph by Susanne Friedrich, October 19, 2013

Figure 2: The *John Wieland,* Photograph by Susanne Friedrich, October 19, 2013

Figure 3: The *John Wieland* at Speed, Photographer Unknown, ca. 2002



HAER CA-2376 DOLPHIN CLUB DOUBLE, *LAWTON C. HUGHES*

HISTORIC AMERICAN ENGINEERING RECORD

LAWTON C. HUGHES

HAER No. CA-2376

Location:	Dolphin Club, 502 Jefferson Street, San Francisco, San Francisco County, California The watercraft *Lawton C. Hughes* is located at latitude: 37.80767100, longitude: -122.421293, which represents the Dolphin Club building. The coordinates were obtained from Google Earth in 2019. There is no restriction on their release to the public.
Date of Construction:	1938
Rig/Type of Craft:	Dolphin Club Rowboat, Sliding Seat Double
Trade:	Recreation
Principal Dimensions:	Length: 18′ 4-1/8″, Beam: 4′-7″
Designer/Builder:	Orville E. Irving
Original Owner:	The Dolphin Swimming & Boating Club
Present Owner:	The Dolphin Swimming & Boating Club
Disposition:	Active: Recreation, regattas, and piloting swimmers
Significance:	The *Lawton C. Hughes* is an elegant pleasure craft, made of wood, launched in 1938, and still expertly maintained and rowed on San Francisco Bay.

Description:

The *Lawton C. Hughes* is a sliding seat, lapstrake, double, rowboat. It was designed for recreational rowing on San Francisco Bay, piloting swimmers in open water, and occasional racing in competitions. Its unique hull form can take passengers or cox, yet it is still capable of the impressive ergonomic benefit of sliding seats.

Although 1938 is carved in the boat's name board, its genesis began several years earlier. On July 8, 1936, the Dolphin Club contracted with O. E. Irving to build two boats. Subsequent research identified this person to be Olville Eden Irving, a carpenter and cabinet maker in San Francisco. More significantly, Irving was the son-in-law of William "Bill' Richards, a skilled boat builder for the Dolphin Club and other rowing clubs (Refer to HAER-2358). It is believed

that Richards had a significant role in the construction of *Lawton C. Hughes* and a nearly identical boat, *James J. Cronin*, both dated 1938.

Both craft have required regular maintenance and repairs to keep them operational for over eighty years. In 1986, Dolphin Club boatbuilder Jon Bielinski created a compressed lofting and construction molds during restoration of *Cronin*. More refined construction details of *Hughes* were recorded during a 1987 restoration. In 2021 boat builder Julia Hechanova generated offsets, scale drawings, and construction details from measurements taken off the restored vessel in addition to Bielinski's lofting.

The *Hughes* is 18′ 4-1/8″ long between perpendiculars, 4′-7″ beam width, and currently weighs 380 lbs. White Oak is used for the keel, hog, frame, inwale, rub rails, riser, rudder, and name board. Planking and burden boards are Western White Pine and Spanish Cedar. Replacement frames are Black Locust. Other key parts are made from Douglas Fir, Black Locust, and Apple Wood.

Nine-foot D section wood oars power the boat. The scantlings of the sliding seats minimize the weight of the silicon bronze wheels, with sufficient buoyancy from the wood to allow the seats to float. The coxswain maintains the course using a yoke and steering lines. Summary of Materials: Pine and Cedar planking, White Oak plus various woods including Black Locust and Douglas Fir. Silicon Bronze bolts and screws, Copper rivets, and Brass fittings. Le Tonkinois varnish.

History:

The sliding seat double rowboat, *Hughes,* has been a favorite of countless Dolphin Club rowers for over eighty years competing in regattas and for piloting swims in San Francisco Bay. In addition, the *Hughes* has often hauled rowers, gear, and supplies for overnight outings around the Bay, as well as for much longer pulls upriver to Sacramento.

The boat is named for Lawton Clarence Hughes who was born on December 21, 1899, in San Francisco and joined the Dolphin Club in March 1919. He was a Pacific Coast sculling champion in the 1920's and 1930's, and later matured into the wise rowing coach for younger crews. Moreover, Lawton displayed a lifetime commitment to the Dolphin Club, serving as rowing and swimming commissioner for many years, as Treasurer for over two decades, and as President in 1938 and 1966. Lawton Hughes passed away on August 7, 1982, at the age of 82.

Sources: Dolphin Club Board Minutes, boat shop records, publications, and membership records. These club materials are preserved in the Dolphin Club Archives, 502 Jefferson St, San Francisco, Ca 94109.

Bielinski, Jon. "San Francisco's Oldest Rowing Clubs." *WoodenBoat* 40 (1981), 46-49.

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Julia Hechanova prepared the technical specifications and measured drawings. Richard B. Cooper contributed historical data and the photographs. Both are members of the Dolphin Swimming & Boating Club, June 2022.

Appendix: Illustrations

Figure 1: *Lawton C. Hughes,* Photograph by Richard B. Cooper, December 14, 2016

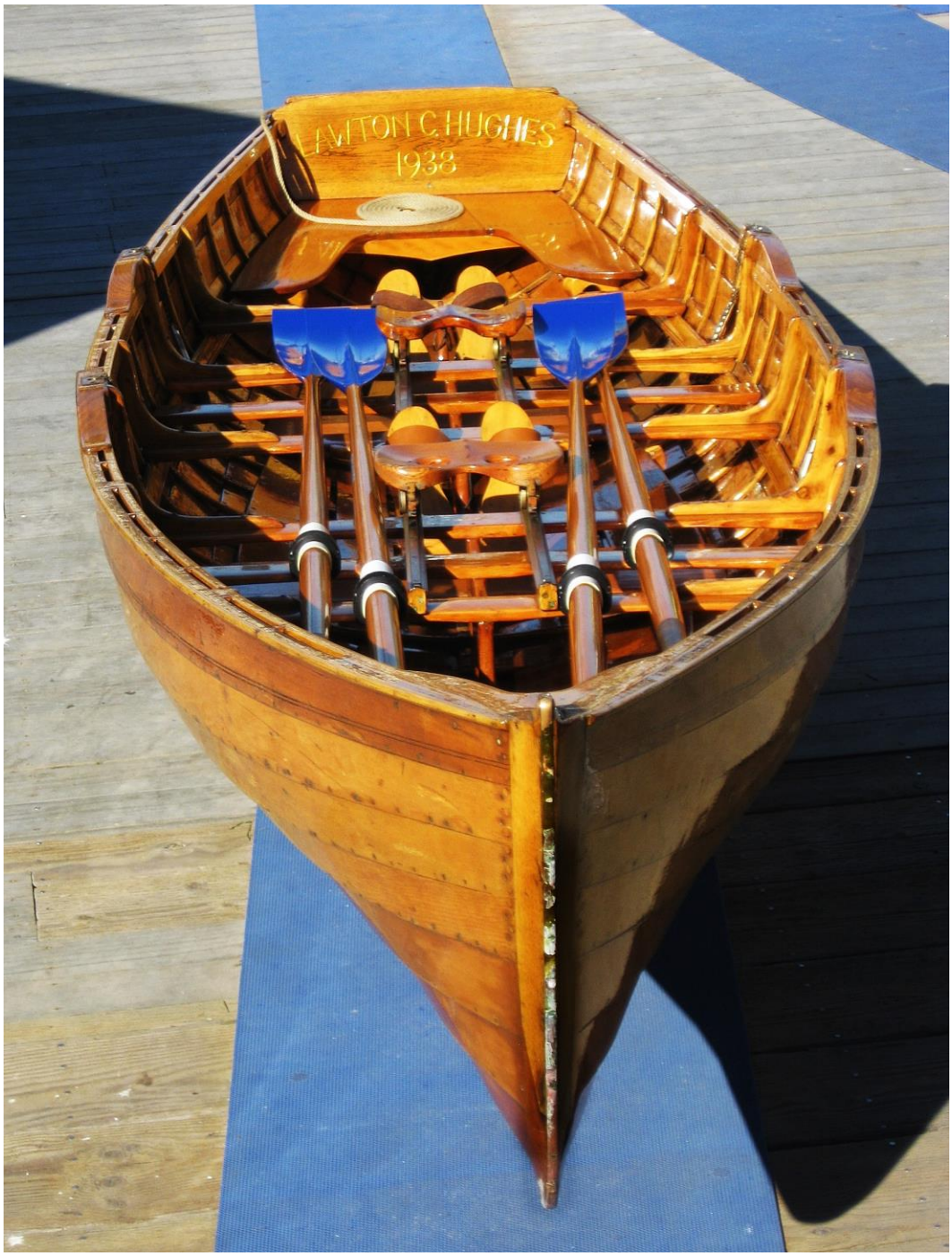
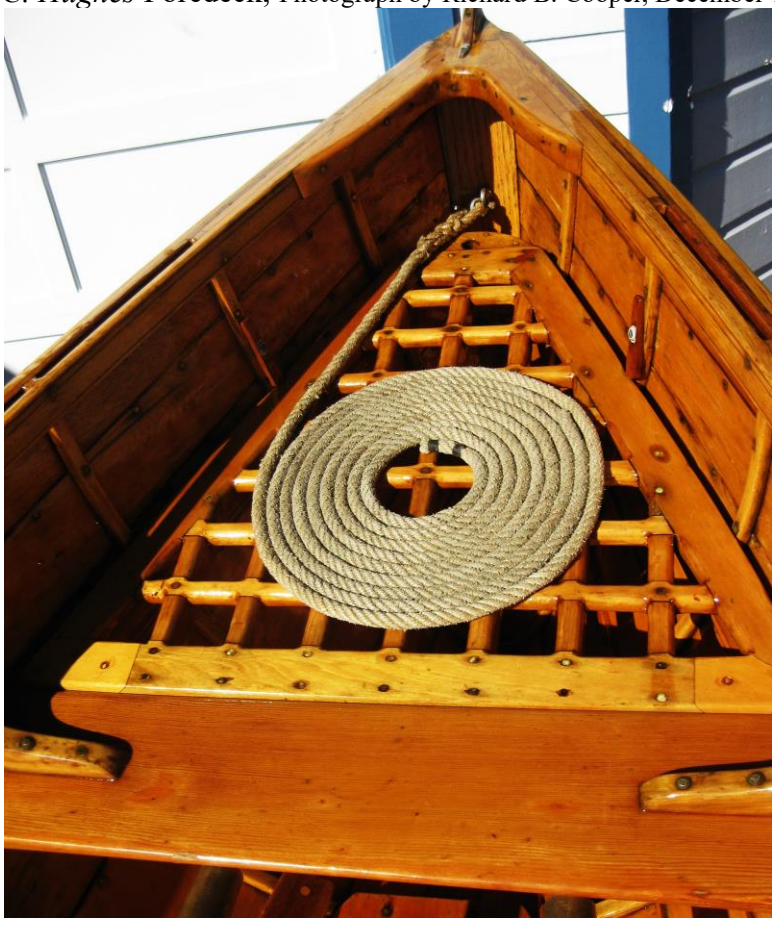
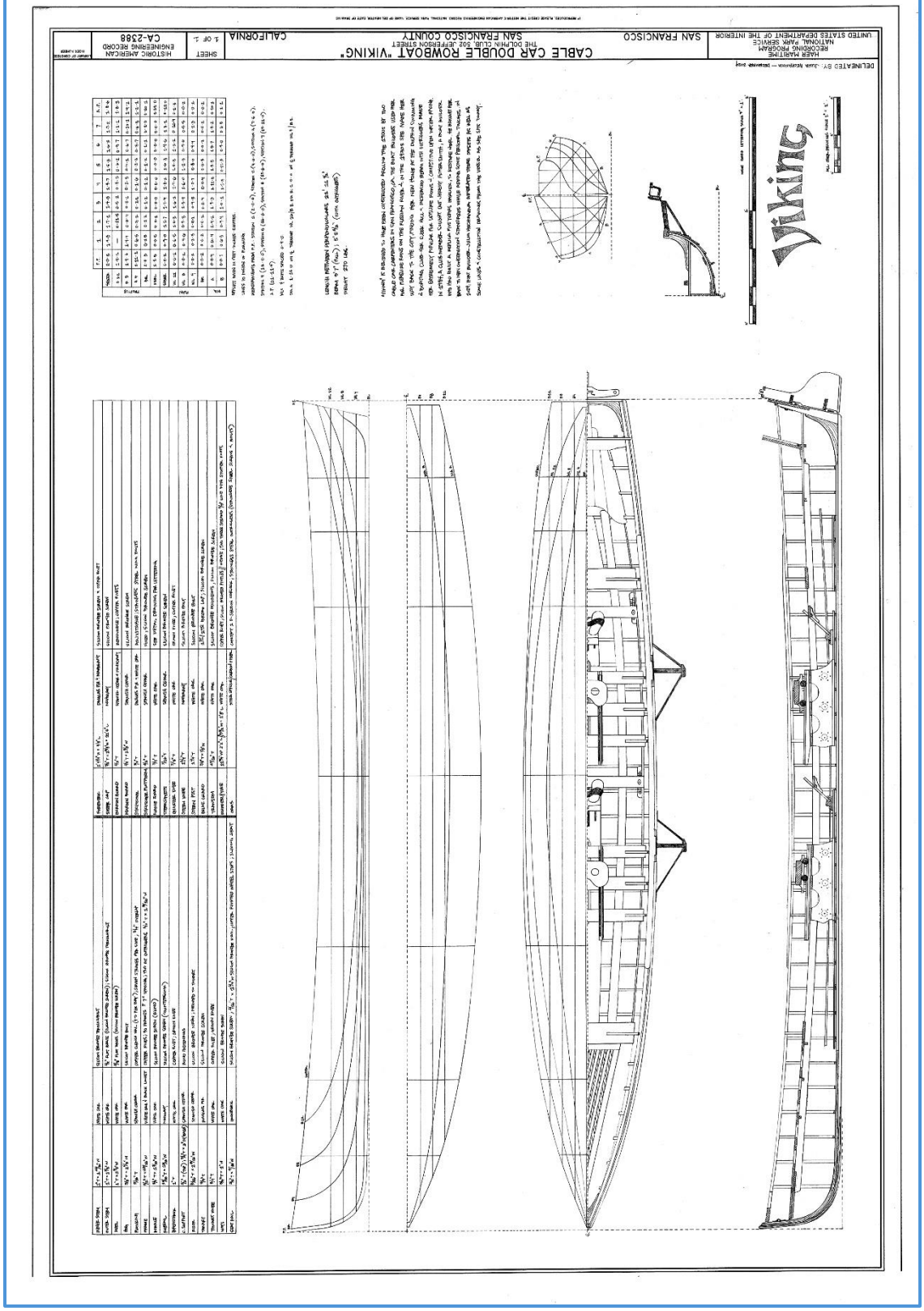


Figure 2: *Lawton C. Hughes* Name Board, Photograph by Richard B. Cooper, December 14, 2016

Figure 3: *Lawton C. Hughes* Foredeck, Photograph by Richard B. Cooper, December 14, 2016





HAER CA-2388 CABLE CAR DOUBLE ROWBOAT, *VIKING*

HISTORIC AMERICAN ENGINEERING RECORD

CABLE CAR DOUBLE ROWBOAT, *VIKING*

HAER NO. CA-2388

Location:	Dolphin Club, 502 Jefferson Street, San Francisco, San Francisco County, California The watercraft *Viking* is located at latitude: 37.80767100, longitude: -122.421293, which represents the Dolphin Club building. The coordinates were obtained from Google Earth in 2019. There is no restriction on their release to the public.
Date of Construction:	ca. 1900
Rig/Type of Craft:	Double gig
Trade:	Recreation
Principal Dimensions:	Length: 22′, Beam: 3′-7″, With Outriggers: 5′-3″
Designer/Builder:	James Harris; rebuilt by Jeremy Fisher-Smith
Original Owner:	Thomas W. Harris
Present Owner:	The Dolphin Swimming & Boating Club
Disposition:	Active: Recreation, regattas, and piloting swimming events
Significance:	*Viking* is an elegant pleasure craft, made of wood, built in 1900 or a few years earlier, and still expertly maintained and rowed on San Francisco Bay.

Description:

As expected, to survive more than a century the boat required frequent repairs and a major restoration in the 1980s. The following technical description is of *Viking* today.

Viking is a gig made of wood, lapstrake planked, with two racing style rowing stations, sliding-seats, adjustable stretchers, and outriggers. The boat is 22′ long between perpendiculars, 3′-7″ beam width, 5′-3″ outrigger width, and weighs 270 lbs.

White Oak is used for the keel, hog, frames, inwale, breasthook, rudder, stern post, transom, and name board. Planking, riser, stern sheets, and burden boards are Spanish Cedar. The foredeck is Douglas Fir and Mahogany. Mahogany is also used in the burden boards and for the stern knee, sheer cap, and rub rail. Other parts are made from Iron Bark and Black Locust.

Oars made of Sitka Spruce are 10′-4″ long and 2′-9″ handle to button. Nowadays some rowers choose carbon fiber oars. The scantlings of the sliding seats minimize the weight of the metal with sufficient buoyancy from the wood to allow the seats to float.

Summary of Materials: White Oak, Spanish Cedar planking, plus various woods including Black Locust, Mahogany, and Douglas Fir. Silicon bronze bolts and screws, copper rivets and clench nails, brass fittings, and stainless-steel outriggers. Le Tonkinois varnish.

History:

The Dolphin Club fleet includes over twenty rowboats, hand-crafted from wood, and the history of each is well-documented in terms of the original builder, date, place, materials, and specifications, along with a log of maintenance and restorations. However, similar information about one special boat, *Viking*, was lost decades ago along with some other club records. Only vague stories about the boat were passed down and often repeated, indeed becoming legendary.

According to the legend, in the early 1900s, several unknown carpenters working in the Washington-Mason Street cable car barn built a two-man rowboat in their spare time. It then spent years on the Russian River north of San Francisco. Upon the death of an owner, not identified, it was donated to the Dolphin Club in the 1930s, some said 1950s.

Although not totally accurate, the legend led to these details. James Harris (1847-1911) built the boat in 1900, or a few years earlier, likely with help from another carpenter, in the California Street Cable Railroad house on the SW corner of California and Hyde Streets. James Harris was a native of Pictou, Nova Scotia, Canada, who emigrated with his family in 1885. His occupation was stated as “Boat Builder” in the 1879 Pictou Directory and 1881 Census of Canada. In San Francisco he was a carpenter repairing cable cars between 1886 and 1906. James became a member of the Dolphin Club and built the boat, *Viking*, for two of his sons, William and Thomas. They were also Dolphin Club members and rowed on championship crews in the early 1900s. Their names are on several club trophies. Later they both served as presidents. William F. Harris died while club president in 1911 at age 34 from typhoid fever after rescuing a person in Richardson Bay.

In 1942 a fire destroyed the summer home of Thomas Harris on the lower Russian River at Guerneville, California. His boat, a 22-foot pleasure gig, survived, and in 1943 Thomas donated it to the Dolphin Club. Thomas W. Harris passed away in 1950 at age 68.

Possibly the name *Viking* was chosen by the Harris family, coming from Nova Scotia with its Viking past, and the design, a long sleek gig, favored for their Scottish and English heritage. *Viking* was unique, quite different from other boats in the Dolphin Club fleet which were either heavier, utilitarian Doubles or light, fragile racing boats. *Viking* soon became a much-admired craft on San Francisco Bay, but there were no others like her for competitive racing. Nearby rowing clubs commissioned replica boats in the late 1970s. As a result, a new class, the Cable Car Gig, was born on the Pacific Coast.

The story of Thomas Harris giving the boat to the club was reported in the *San Francisco Chronicle* newspaper of May 4, 1943. Records from 1943 are missing from the club archives. The first mention of *Viking* was found in Board Meeting Minutes of March 1954. The club news bulletin, *Dolphin Log*, described in-house repairs in 1958, 1962, and 1971. After winning the first Gordan Nash Open Ocean Regatta in 1977, *Viking* received more notoriety, however tales of her past were mostly hearsay.

In 1982 *Viking* was again out of service with major problems including an unaligned keel with sagging ends. A thorough restoration was needed, not another patchwork repair. The project was given to Jeremy Fisher-Smith, a young boatwright at the Aeolus Boatworks in Davenport on the coast south of San Francisco. He had already studied *Viking* in detail, built a handsome replica two years earlier, and was working on another. However, he considered the *Viking* project a once-in-a-lifetime opportunity, to take apart a vintage craft, discover the secrets of the craftsman, repair damage, and reassemble something still considered to be the original boat. Fisher-Smith had to replace about fifty percent of the wood and modernize the hardware but saved as much as he could. New woods introduced to the vessel included Honduras Mahogany, Ceder, and Applewood. On June 30, 1984, the shining rebuilt *Viking* once again took her honored place in the Dolphin Club boathouse.

Like other boats in the fleet, *Viking* is available for daily pleasure rows, protecting swimmers, and occasional regattas. It is also capable of ambitious adventures such as 100-mile pulls upriver from San Francisco to Sacramento that *Viking* made in 1993 and 1995.

Forty years have passed since *Viking* was restored. The boat has continued to need periodic sanding and varnishing, of course, plus some structural repairs in 1993 and 2013. Considering the Dolphin Club's dedicated maintenance program, expert boatbuilders, volunteers, and the newer technical skills of Julia Hechanova, there is hope that *Viking* will continue to delight rowers long into the future.

Jeremy Fisher-Smith deserves special recognition for preserving *Viking* and establishing a new class of boats by building the replicas: *Valhalla* in 1979, *Valkyrie* in 1983, and *Lifthrasir* in 1985. Since 2000 Fisher-Smith has operated his own business, Marshall Boatworks, in Marshall, California.

Sources:

Dolphin Club Board Minutes, boat shop records, publications, and membership records. These club materials are preserved in the Dolphin Club Archives, 502 Jefferson St, San Francisco, Ca 94109.

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Additional research used historic copies of the *San Francisco Chronicle, Call* and *Examiner* newspapers and genealogical data bases accessed on Ancestry.com and FamilySearch.org.

Project Information:

The Historic American Engineering Record (HAER) is a long-range program that documents and interprets historically significant engineering sites and structures throughout the United States. HAER is part of Heritage Documentation Programs, a division of the National Park Service, U.S. Department of the Interior. Todd Croteau, HAER Architect, manages the HAER Maritime Program.

In 2024, boat builder Julia Hechanova compiled technical specifications, generated offsets, scale lines, and created the measured drawing. Richard B. Cooper contributed historical data. Both are members of the Dolphin Swimming & Boating Club, March 2025.

Appendix: Illustrations

Figure 1: *Viking,* Photograph by Colin Gift, ca. 2005

Figure 2: *Viking* at the Dolphin Club, Photograph by Richard B. Cooper, December 14, 2016

Figure 3: *Viking* name board, Photograph by Richard B. Cooper, December 14, 2016

Figure 4: *Viking* on San Francisco Bay, Photograph by Abner Kingman, January 31, 2009